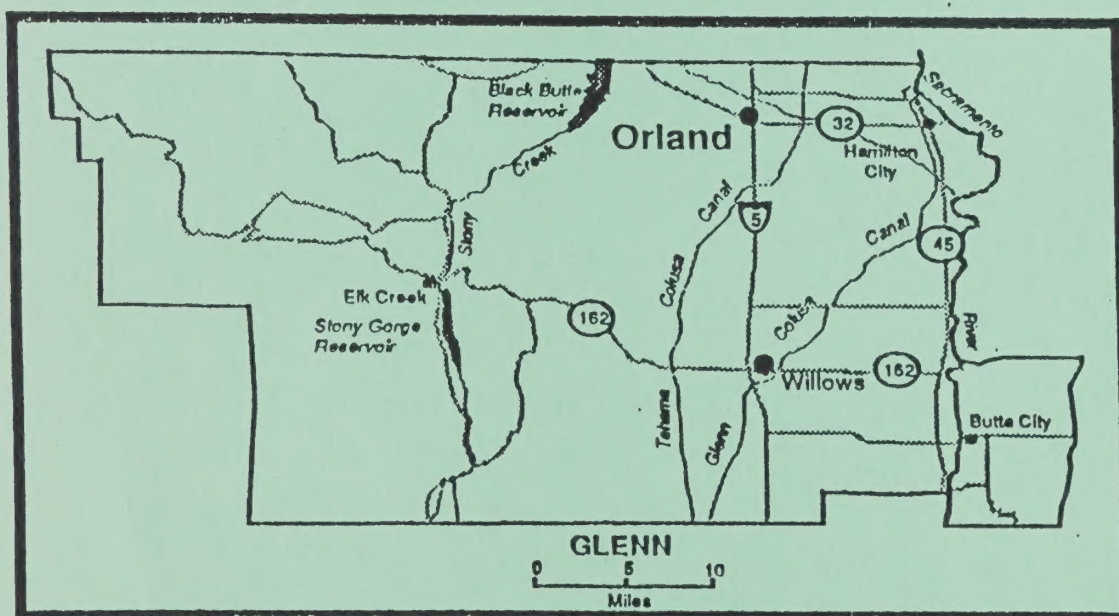


ORLAND AREA

GENERAL PLAN

LAND USE AND CIRCULATION ELEMENTS



Adopted by
GLENN COUNTY
 and

the **CITY of ORLAND**

APRIL 1991

AMENDED JANUARY 1993

FEBRUARY 1994

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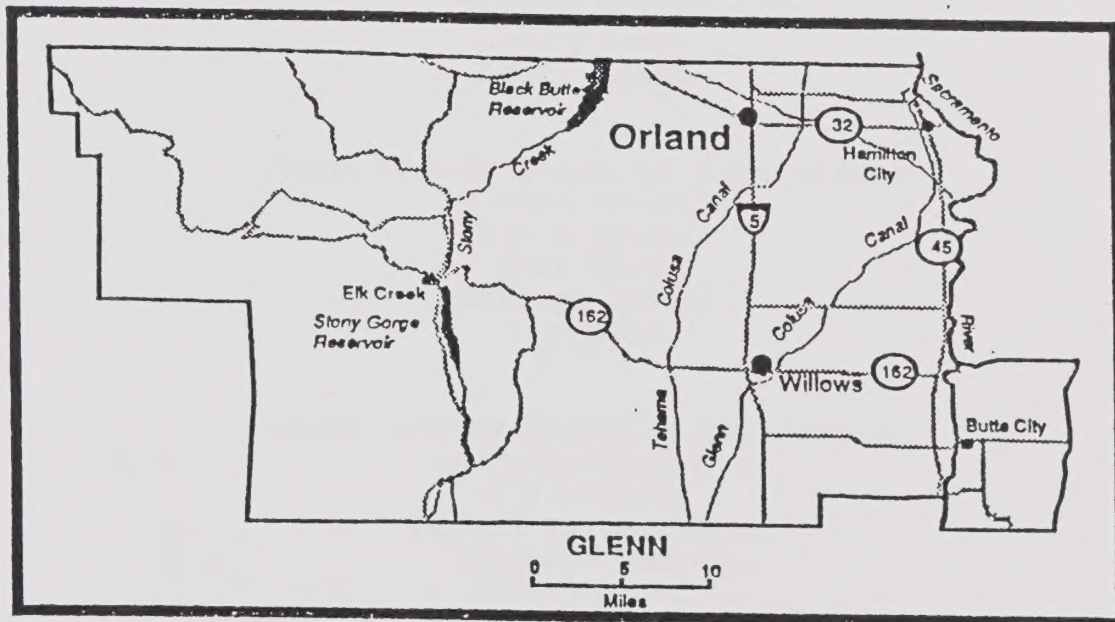
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ORLAND AREA

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APRIL 1991
AMENDED JANUARY 1993
FEBRUARY 1994

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LAND USE AND CIRCULATION

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ORLAND AREA GENERAL PLAN LAND USE AND CIRCULATION

I. INTRODUCTION

The Orland Area General Plan was adopted by the City of Orland and the County of Glenn in April 1991 and amended in 1993. The amendment modified the text of the plan to include the City planning subareas from the City's 1985 Land Use and Circulation Elements and to add additional data and information. The 1993 amendment did not change the adopted goals, policies or land use patterns of the 1991 plan.

An updated description of the existing circulation system was part of the 1993 amendment. It included highway and street definitions, descriptions and designations, and an updated description of public transportation, airport facilities, and pipe and transmission lines; and the incorporation of circulation-related goals, objectives and policies.

This document serves as the Land Use and Circulation Elements of the City of Orland General Plan.

ORLAND AREA GENERAL PLAN LAND USE AND CIRCULATION

A. PURPOSE

The purpose of the Orland Area General Plan is to provide a land use, circulation and zoning plan for the City of Orland and the surrounding unincorporated area. The Plan establishes policies and provides guidance for the growth and development of agricultural, residential, commercial and industrial lands within the Orland Area.

Adoption of the Area Plan, by both the City of Orland and the County of Glenn, will help ensure that future growth occurs in a logical manner and that the necessary services and utilities will be provided. The Area Plan will be consistent with the General Plans of both the City and County. Consistency will be maintained by amending the City and County General Plans, where necessary.

The Area Plan recognizes existing development patterns and provides a logical organization for future growth and development. New growth in existing and future residential subdivisions, commercial centers and industrial properties should be correlated with adequate public service levels, including domestic water, wastewater disposal, circulation, drainage, and police and fire protection. At the same time, future retail commercial development should provide the range of businesses needed to serve surrounding residential communities and subdivisions.

B. PLANNING ISSUES

1. Annexation:

Should land adjacent to the City of Orland be required to be annexed to the City of Orland prior to development? If land is not required to be annexed to the City what type of development should be allowed and what type of streets and other utilities should be required?

Historically, land that is developed within the County to a density less than five acres per house will rarely, if ever, become annexed after development has occurred. Annexation requires agreement from the owners of the majority of the assessed value within the area to be annexed. This means that in nearly every case the landowner must consent to the annexation. Annexation of areas with twelve or more registered voters may require an election prior to completion of the process.

ORLAND AREA GENERAL PLAN
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2. Parcel Size:

What should the minimum parcel size be for land that is expected to be annexed to the City in the future? Ideally, the larger the minimum parcel size, the more options there will be for development in the future and the more options the landowner will have for agricultural uses of the property until annexation occurs.

3. Road Standards:

Development of roads is an expensive proposition for any development. A reduced road improvement standard can reduce the cost to the developer but may increase the cost to the City or County at a later date. Once an inferior road is developed it is unlikely that a better road will be built at a later date.

4. Circulation Plan and Public Safety:

A Circulation Plan may require developers of various different projects to work together to make roads which will safely connect to each other. However, this is necessary in order to provide for safe traffic circulation and access for emergency vehicles.

5. Sewer, water, and storm drain requirements:

Subdivision connections to the Orland City Sewer system can only be made to the larger sewer lines. These are not uniformly available and will have a large influence on the cost of any proposed development. Also, the availability of sewer connections may affect the timing of development for various parcels. The City Water System can be expanded more easily than the Sewer System because additional wells can be added to the system. Also, it is possible to provide for individual solutions to take care of the storm water run-off for a single development.

6. School Fees:

The Orland Joint Union High School District has adopted developer fees. The Orland Joint Union School District (Elementary) also has adopted developer fees.

ORLAND AREA GENERAL PLAN
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7. Impact Fees:

Developer impact fees will be required to cover the cost of infrastructure required as a result of new development.

C. ASSUMPTIONS AND GROWTH PROJECTIONS

The following assumptions were approved by the City and County Planning Commissions at the start of this Plan:

1. The rate of growth in Orland is expected to increase from its present level of under 2.0% annually to around 5.0% annually as a result of growth pressures from nearby Chico.
2. Land will remain available for annexation to the City of Orland throughout the planning period. City services will be provided to this land when paid for by the developer. City services and needed infrastructure will be provided by the developer at the time of development
3. There is ample land within the unincorporated area around Orland (outside the Planning Area) to satisfy the demand for large lot home sites.
4. There are only a limited number of parcels adjacent to the City which can be reasonably and economically developed as part of the City of Orland with City sewer and water.
5. Those areas which can be expected to be annexed to the City of Orland in the future will not be zoned to allow parcels smaller than ten (10) acres in size by the County.
6. Those areas outside the Orland Area Plan planning area which are not expected to become part of the City of Orland in the future will be developed according to the County standards.
7. Those areas which can be expected to be annexed to the City of Orland in the future will be developed in accordance with the Orland Area Plan and be developed to full City development standards.
8. Those areas which are expected to become part of the City of Orland in the future will be jointly planned by the City and the County.

ORLAND AREA GENERAL PLAN
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9. The City of Orland and the County of Glenn will adopt a single plan for this area to ensure that land will be available for planned growth and annexation in the future.
10. More residents will commute to the Chico area for employment since the cost of housing in Orland is relatively low.
11. Major or larger land developments will only be approved if public services are available.

ORLAND AREA GENERAL PLAN
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L A N D U S E E L E M E N T

ORLAND AREA GENERAL PLAN
LAND USE AND CIRCULATION

II. LAND USE ELEMENT

A. INVENTORY AND POLICY ANALYSIS

1. Examination of existing land use patterns:

The boundaries of the Planning Area are as shown in Diagram 1. This area includes approximately 1099 acres of unincorporated land and 1270 acres within the City limits.

The land within the Planning Area as shown in Diagram 1 can be served by City sewer and water and should be adequate to meet the expected growth of the City throughout the planning period of ten (10) to fifteen (15) years.

The Planning Area has been divided into thirty five (35) subareas, delineating areas of special concerns or issues. The subareas are shown in Diagram 2. Subareas for the unincorporated land area designated AA-L. Subareas for land within the City limits are designated 1-21.

ORLAND AREA GENERAL PLAN
LAND USE AND CIRCULATION
a.

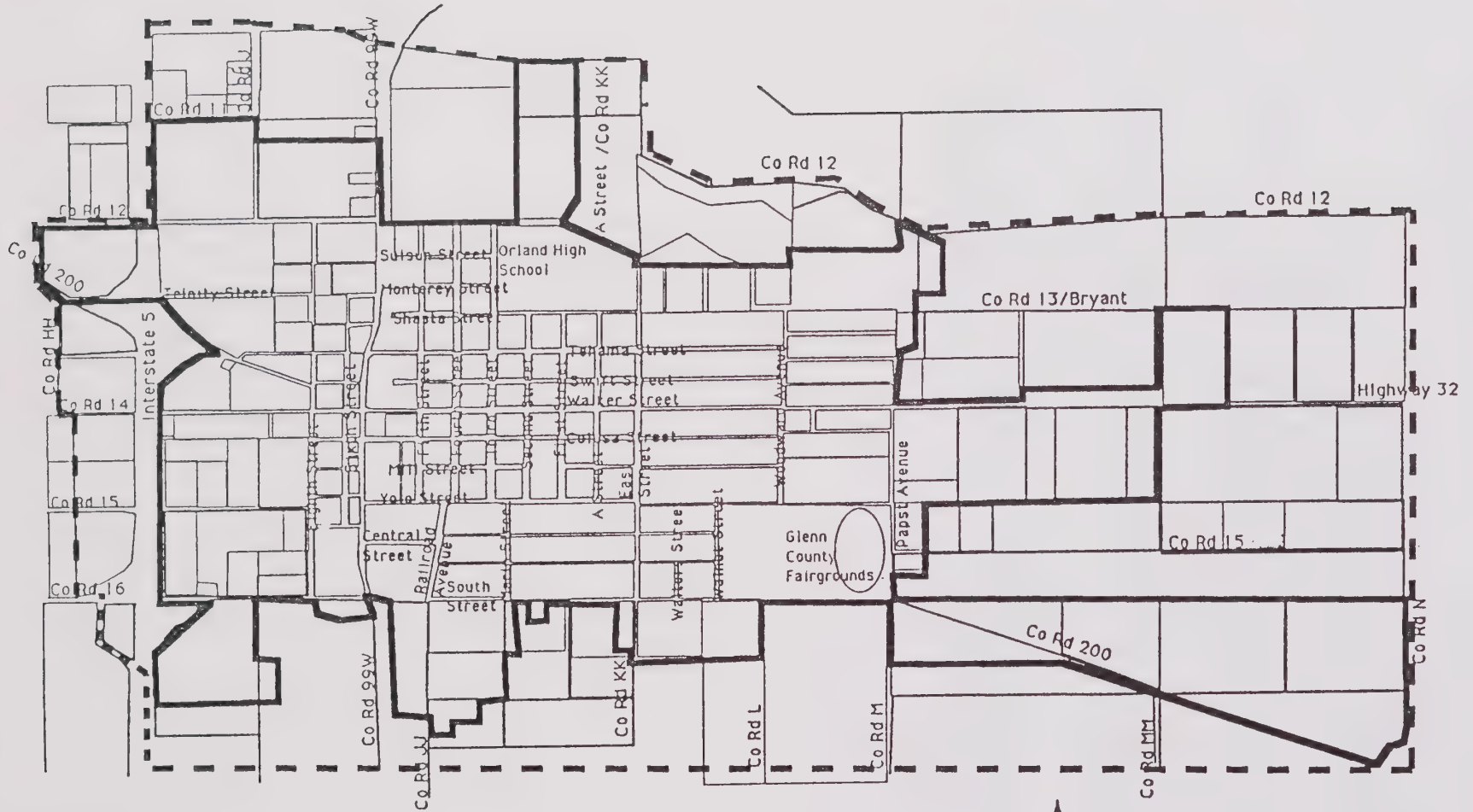


Diagram 1
PLANNING AREA

- Orland City Limits
- - - Planning Area Boundary

↑
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SCALE: 1 INCH = 2300 FEET

ORLAND AREA GENERAL PLAN
LAND USE AND CIRCULATION

b.

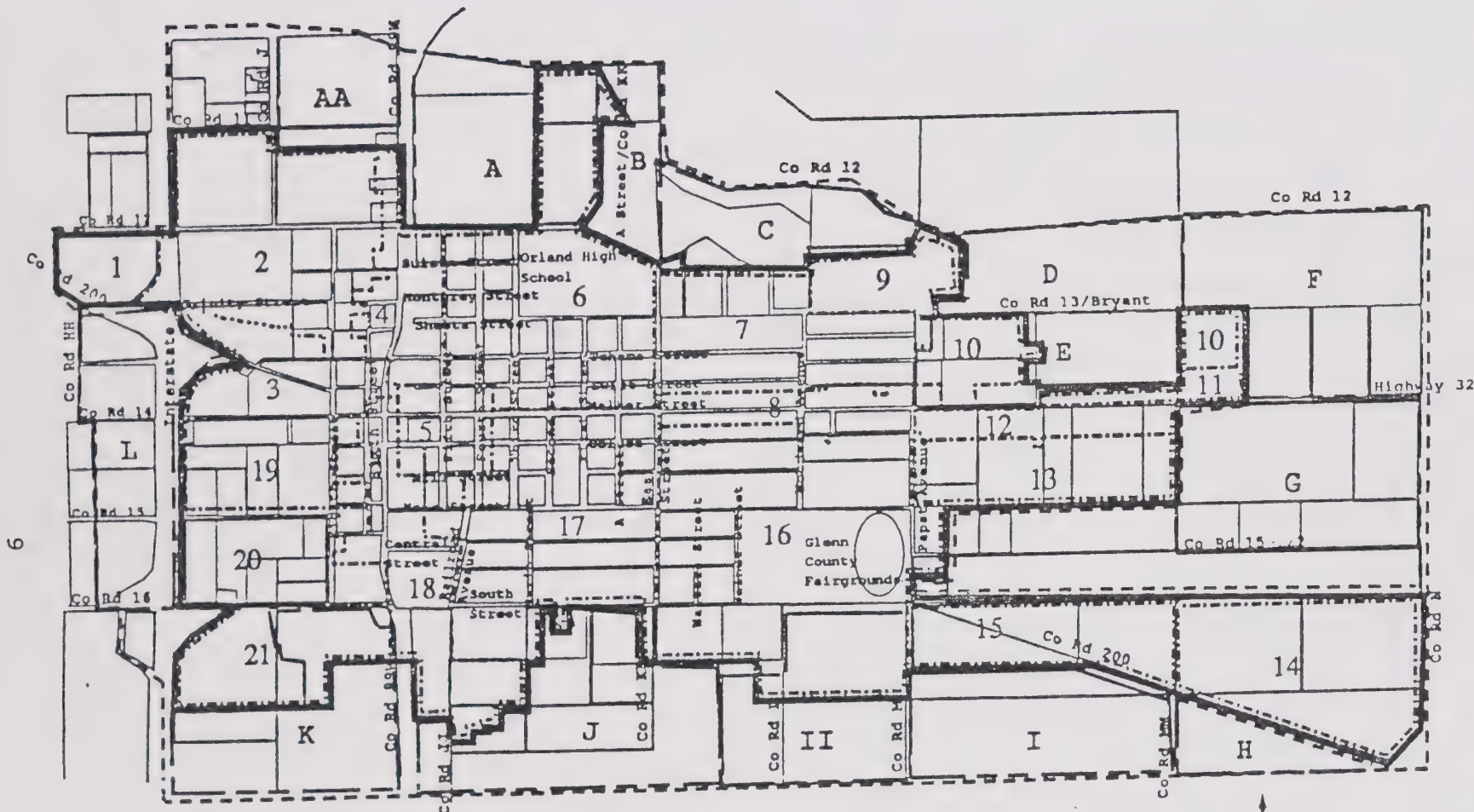


Diagram 2
Planning Subareas

SCALE: 1 INCH = 2500 FEET

- | | | | |
|------|-------------------------|-------|---------------------------------|
| A | County Planning Subarea | 1 | City of Orland Planning Subarea |
| --- | County Subarea Boundary | ---- | City of Orland Subarea Boundary |
| ---- | Planning Area Boundary | ===== | Orland City Limits |

ORLAND AREA GENERAL PLAN
LAND USE AND CIRCULATION

C. TABLE 1

P L A N N I N G S U B A R E A S
(Outside City Limits)

<u>Area AA, Roads J and 11</u>	<u>Area I, Road M and Road MM</u>
12 parcels, 76.51 acres	8 parcels, 81 acres
<u>Area A, North of Roosevelt Ave.</u>	<u>Area II, Road M and Road L</u>
4 parcels, 105 acres	11 parcels, 80 acres
<u>Area B, Road KK</u>	<u>Area J, Road JJ, Road KK</u>
15 parcels, 25 acres	69 parcels, 110 acres
<u>Area C, Modoc Street</u>	<u>Area K, I-5, Road 99</u>
11 parcels, 36 acres	16 parcels, 96 acres
<u>Area D, North of Road 13</u>	<u>Area L, West of I-5</u>
6 parcels, 61 acres	15 parcels, 57 acres
<u>Area E, South of Road 13</u>	
22 parcels, 68 acres	
<u>Area F, North of Highway 32</u>	
9 parcels, 132 acres	
<u>Area G, South of Highway 32</u>	
7 parcels, 156 acres	
<u>Area H, East of Road MM</u>	
5 parcels, 15.57 acres	

ORLAND AREA GENERAL PLAN
LAND USE AND CIRCULATION

1. Subareas (AA-L) From Table 1

The land outside the City limits has been divided into 14 subareas. The subareas are shown on Diagram 2 and are listed in Table 1. A brief description of each area follows:

Area AA:

This area contains twelve (12) parcels and 76.51 acres. This area could have problems being developed with City services such as sewer service, because it slopes away from existing sewage treatment facilities. However, it is adjacent to the City of Orland.

Area A:

This area is owned by two landowners. The land extends north to Hambright Creek, Stony Creek, and the Designated Floodway. This area contains approximately 105 acres but only about 60 are suitable for residential development.

The closest large sewer line to this area is located at the corner of East Street and Shasta Street within the City of Orland. The line would have to be extended north and west to this area. There are several alternatives for funding this extension: the subdivider may pay the entire cost, a reimbursement agreement may be approved, or an assessment district may be formed.

The east side of Area A has already been annexed to the City of Orland.

If the eastern part of this area is not developed with City sewer and water service then it would probably not be economical to develop the western part of the Area with City services. It would be difficult to bring the sewer extension across the Southern Pacific Railroad tracks to serve this area.

This area is separated from the City by an Orland Unit Water User's Association Canal. According to a policy adopted by the Orland City Council on August 13, 1990 "undergrounding of all U.S.I.D. canals with development of any residential, commercial or industrial properties adjacent to the canals or adjacent to a public right-of-way abutting canals." is required.

Area B:

This area contains fifteen (15) parcels within 25 acres. This area is already developed with homes on large lots. It is doubtful that these landowners would want to redevelop their property with City

ORLAND AREA GENERAL PLAN
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services. This is a clear example of the problems that can develop when large lot development is allowed adjacent to the City. This area is separated from the City of Orland by a U.S.I.D. Canal.

Area C:

This area contains eleven (11) parcels within 36 acres. Modoc Street has been extended across the Orland Unit Water Users' Association Canal but other City services have not been extended in this area. Residential development in this area will require a road connection between Papst and Byrant. This area is also separated from the City of Orland by a U.S.I.D. Canal.

Area D:

Area D has only six (6) parcels within 61 acres of land. This area is east of the proposed Evergreen subdivision which is expected to be annexed to the City in the near future. This area is attractive for development because of the large acreage under one owner; however, there is a pit in the middle of the largest parcel in this area. Several subdivisions are proposing to use this pit for storm drainage and the City must acquire a right-of-way for this purpose. Residential development in this area will require a road connection at M 1/2 and Bryant. This area is also separated from the City by a U.S.I.D. Canal.

Area E:

Area E has 22 parcels within 68 acres. This area borders State Highway "32". Commercial development should be allowed along the State Highway with a residential development located in the remainder of this area.

Area F:

Area F contains nine (9) parcels within 132 acres. This area should be considered as a reserve area for future annexation and development because of its location in the northeast corner of the planning area, away from the central business district.

Area G:

Area G has only seven (7) parcels within 156 acres. The part of this area that is adjacent to State Highway 32 would be suitable for commercial or higher density residential development. Part of this area is developed with olive orchard. If an urban use is proposed efforts should be made to preserve as many trees as possible.

ORLAND AREA GENERAL PLAN
LAND USE AND CIRCULATION

Areas D, E, F, and G:

Development of these areas will ultimately require an additional main sewer line running north from the corner of County Road "200" and County Road "MM". Funding for this utility is not in place at this time. Parts of these areas will probably request a lift station to the existing sewer line that runs along Papst Avenue. However, this is a short term solution available to only a few parcels. A study of the capacity of the sewer line along Papst Avenue and the infrastructure requirements for future development in this area should be a high priority for the City.

Area H:

Area H has only five (5) parcels within 15.57 acres. This area is attractive for development because it is located near the main sewer line. However, it is also located close to the Orland Airport and should not be developed for residential use for that reason. Industrial or Commercial use within the City may be acceptable. This area is adjacent to a Heavy Industrial area located to the north which is currently in the City.

Area I:

Area I is located south of an area which is expected to be designated Light Manufacturing and which is expected to be annexed to the City. Area I contains 8 parcels within 81 acres. However, this area will probably not develop until the area to the north is annexed and developed. It is anticipated that this area will be developed with Heavy Commercial/Light Industrial type uses.

Area II:

This area is south of the Kennedy Subdivision which is expected to annex to the City in the near future. Area II contains 11 parcels within 80 acres. However, this area will probably not develop until the area to the north is built out. The design of the improvements for the Kennedy Subdivision Area should be done in a way that would facilitate future development. It is anticipated that this area will be developed with residences and an elementary school.

Area J:

Since this Area has 69 landowners within 110 acres it is unlikely that they will want to redevelop their property and annex to the City. However, the owners of the vacant land at the southern part of this Area may want to develop and may require City services. The sewer line would have to be extended west from County Road MM.

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Area K:

Area K is planned for commercial and industrial development. This area contains 16 parcels within 96 acres. The City has prepared a Southwest Area Infrastructure Study for this area. This Study includes a complete street, sewer, water, and storm drain plan for the development of this entire area along with the cost estimates for each utility.

Area L:

Area L is located west of the Interstate 5 Freeway. The cost of putting the sewer line under the Freeway will be a factor in the development of this area. This cost may be less than the cost of undergrounding U.S.I.D. canals in other areas. Because of the proximity to the Freeway this area should be used for commercial or industrial development.

ORLAND AREA GENERAL PLAN
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2. Areas Designated Planned Development

There are five (5) areas proposed to have Planned Development Zoning in the Orland Area Plan planning area as shown on Diagram 7. Attractive landscaping, adequate setbacks, design review and screening of outdoor storage shall be applied to the following planned developments:

The First area is located in area L (see Diagram 2, Planning Subareas) between Road 13 and Road 15. This area contains 13 lots and contains approximately 33 acres. This area is intended to be developed as a residential area rather than a commercial area since the area does not have road access.

The Second area is the entire area K (see Diagram 2, Planning Subareas). This area contains 96 acres and is intended to be developed with a combination of Light Industrial/Commercial type uses.

The Third area is located in area J along Road JJ (see Diagram 2, Planning Subareas) immediately west of the Fourth area. This area contains 17.43 acres and contains 5 lots. This area is intended to be developed with heavy industrial uses.

The Fourth area is located in area J west of Road KK (see Diagram 2, Planning Subareas). This area includes part of one lot and is approximately 21.5 acres in size. This area is located east of the Embrey and Stokes Trucking business. This area is to be developed with Light Industrial uses.

The Fifth area is located in area J (see Diagram 2, Planning Subareas) and along Road KK. This area includes one lot and is approximately 10 acres in size and north of the Fourth area. This area is intended to be developed with residential uses.

The Sixth area is located in area I and area H (see Diagram 2, Planning Subareas) and consists of approximately 95 acres. This area is intended to be developed with Light Industrial uses.

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d.

TABLE 2

PLANNING SUBAREAS
(Inside City Limits)

Area 1, West of I5, North of County Rd 200, South of Co. Rd 12
3 parcels/17 acres

Area 2, East of I5, North of Hwy 32, West of Hwy 99
268 parcels/108 acres

Area 3, East of I5, South of Tehama St., North of Walker St., West of Sixth St.
74 parcels/45.4 acres

Area 4, East & West of Hwy 99/Sixth St.
93 parcels/45.22 acres

Area 5, Downtown; between Sixth, Swift, Tehama & Mill Sts.
128 parcels/28 acres

Area 6, North of Walker St, West of East St., South of Roosevelt Ave.
178 parcels/146.2 acres

Area 7, East of East St., West of Papst Ave., North of Hwy 32
233 parcels/86.8 acres

Area 8, East of East St., West of Papst Ave., North/South of Hwy 32
85 parcels/30 acres

Area 9, North of Bryant St., East of USID Lateral 40
70 parcels/46.02 acres

Area 10, South of Co. Rd 13/Bryant St., East of Papst Ave., North of Hwy 32
14 parcels/49.2 acres

Area 11, East of Co. Rd M $\frac{1}{2}$, North of Hwy 32
4 parcels/12 acres

Area 12, East of Papst Ave., West of County Rd MM, North/South Hwy 32
15 parcels/27 acres

Area 13, East of Papst Ave., West of County Road MM
9 parcels/57.9 acres

Area 14, North of Co. Rd 200, West of Co. Rd N
10 parcels, 90 acres

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TABLE 2 Cont.

Area 15, East of County Rd M, West of County Rd MM
3 parcels/32 acres

Area 16, East of East St., West of Papst Ave.
210 parcels/225.4 acres

Area 17, West of East St., South of Walker St.
410 parcels/142.2 acres

Area 18, East & West of Hwy 99/Sixth St., North of Co.Rd 18
133 parcels/141.8 acres

Area 19, East of I5, South of Walker St.
95 parcels/38.44 acres

Area 20, East of I5, North of South St.
85 parcels/61.82 acres

Area 21, East of I5, South of South St.
29 parcels/41.02 acres

ORLAND AREA GENERAL PLAN
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1. Subareas (1-21) From Table 2:

The land inside the City limits has been divided into 21 subareas. The subareas are shown on Diagram 2 and are listed in Table 2. A brief description of each area follows:

Area 1:

3 parcels/17 acres, designated commercial. Present land use is an RV park on 6 acres and an orchard on 11 acres. Water and sewer lines and storm drains are not extended west of I-5 to this area. Located west of Interstate 5, north of County Road 200 and south of County Road 12, population of this area is 50 residents.

Area 2:

2 parcels/30 acres of orchard designated low density residential with an "A" designation (designates agricultural combined zoning), 265 parcels/71 acres zoned for residential with single family dwellings, 1 parcel/7 acres is undeveloped and designated low density residential. Residential development on parcels north of Almond Street will require road connections between Olive and Rennat Streets and Eighth and North Eighth Streets. Located east of I5, north of Highway 32 and west of Highway 99, population of this area is 681.

Area 3:

65 parcels/44.7 acres, designated commercial; 9 parcels/.7 acres designated low density residential. Area is located east of Interstate 5, south of Tehama Street, north of Walker Street and west of Sixth Street and a population of 58.

Area 4:

60 parcels/24.72 acres designated commercial and 33 parcels/20.5 acres designated light industrial. Located east and west of Highway 99/Sixth Street with a population of 90.

Area 5:

112 parcels/26 acres comprise the downtown area designated commercial with a "D" designation (designates design review zoning). There are 16 parcels/2 acres designated commercial and are located north of the "D" designated commercial area. The "D" designated area is located between Sixth, Swift, Tehama and Mill Streets and the alley between Third and Fourth Streets. The area's population is 63.

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Area 6:

2 parcels/32 acres, undeveloped, designated low density residential with their northern portion in a flood plain. 117 parcels/57 acres of low density residential, 1 parcel/1.2 acres medium density residential and 54 parcels/15 acres of high density residential. Vinsonhaler, Memorial and Spence Parks total 23 acres in this area and the high school comprises 18 acres. Located north of Walker Street, west of East Street, south of Roosevelt Avenue except the 32 acres of undeveloped residential that extends north to Stony Creek. The population of this area is 505.

Area 7:

219 parcels/71.6 acres low density residential, 10 parcels/9.5 acres of high density residential (2 parcels/.5 acres have a "D" designation that designates design review) and 4 parcels/5.7 acres low density residential. Area is located east of East Street, west of Papst Avenue and north of Highway 32 with a population of 938.

Area 8:

85 parcels/30 acres designated commercial. Located east of East Street, west of Papst Avenue and north/south of Highway 32/Walker Street. With a population of 88 residents.

Area 9:

70 parcels/46.02 acres designated low density residential. Residential development in this area and County area C will require a road connection between Papst Avenue and Bryant Streets. Located north of Bryant Street and east of USID Lateral 40, it's population is 398.

Area 10:

4 parcels/26.2 acres designated low density residential, 8 parcels/6 acres designated high density residential with 1 parcel/4.1 acres given a "D" designation (designates design review zoning) and 2 parcels/17 acres, annexed to the City September 19, 1991, separated by County Area E and designated low density residential. Area is not served by City water, sewer and storm drain. Located south of County Road 13/Bryant Street, east of Papst Avenue and north of Highway 32. The population of this area is 255.

ORLAND AREA GENERAL PLAN
LAND USE AND CIRCULATION

Area 11:

4 parcels/12 acres designated light industrial. Area is not served by City water, sewer and storm drain. Located east of County Road M $\frac{1}{2}$ and north of Highway 32, it has a population of 3.

Area 12:

15 parcels/27 acres designated commercial. Area is not served by City water, sewer and storm drain. Located east of Papst Avenue and west of County Road MM, north/south of Highway 32, it's population is 3.

Area 13:

2 parcels/18.5 acres designated low density residential, 4 parcels/36.4 acres designated low/medium density residential and 3 parcels/ 3 acres designated commercial. Area is not served by City water, sewer and storm drain. Located east of Papst Ave. and west of County Road MM, it's population is 50.

Area 14:

10 parcels/90 acres designated heavy industrial. Area is not served by City sewer or storm drainage. Located north of County Road 200 and west of County Road N.

Area 15:

3 parcels/32 acres designated public facility containing Lely Park, County of Glenn offices and the City corporation yard. 1 parcel/13 acres is designated light industrial. Located east of County Road M and west of County Road MM.

Area 16:

198 parcels/171 acres designated low density residential, 2 parcels/1.6 acres designated medium density residential, 3 parcels/1.4 acres of high density residential and 4 parcels/1.4 acres designated commercial. 50 acres are designated public facility for the Glenn County Fairgrounds and Fairview School. Located east of East Street and west of Papst Avenue, it's population is 725.

ORLAND AREA GENERAL PLAN
LAND USE AND CIRCULATION

Area 17:

40 parcels/10.9 acres designated commercial, 317 parcels/100 acres/ designated low density residential (4 parcels/9 acres have an "A" designation that designates agricultural combined zoning), and 49 parcels/16.5 acres designated high density residential (1 parcel/.5 acres has a "D" designation that designates design review zoning). 14.8 acres are designated public facility for the City Library and park, Mill Street and C.K. Price Schools. Located west of East Street and south of Walker Street, it's population is 768.

Area 18:

32 parcels/130 acres designated light industrial, 100 parcels/11 acres designated commercial and 1 parcel/.8 acres designated low density residential. Located east and west of Highway 99/Sixth Street and north of County Road 18, it's population is 73.

Area 19:

6 parcels/10.6 acres designated low/medium residential, 88 parcels/26.44 acres designated low density residential. 11.4 acres are designated public facility for the Orland Unit Water Users Association. Located east of Interstate 5 and south of Walker Street, it's population is 275.

Area 20:

17 parcels/24.32 acres are designated commercial, 18 parcels/11 acres are designated low density residential and 50 parcels/26.5 acres are designated high density residential. Located east of Interstate 5 and north of South Street. Population of this area is 150.

Area 21:

28 parcels/40.3 acres designated light industrial/commercial and 1 parcel/.72 acres designated commercial. Located south of South Street and east of Interstate 5. Includes 18 acres annexed to the City on November 6, 1991.

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2. AREAS DESIGNATED PLANNED DEVELOPMENT WITHIN THE
CITY LIMITS

There are nine (9) areas with Planned Development Zoning in the City of Orland as shown on Diagram 7. Attractive landscaping, adequate setbacks, design review and screening of outdoor storage shall be applied to the following planned developments:

The First area is located east of Lateral 50 and 300 to 1300 feet south of Highway 32 in area 13. It is intended for low/medium density residential use and contains 36.4 acres/4 parcels.

The Second area is located on the southeast corner of Papst Avenue and Highway 32 and is intended for commercial use. It contains 7 acres/1 parcel and is in area 12.

The Third area is located on Woodward Street between Shasta and Bryant Streets. It is in area 7, with 1.4 acres/1 parcel intended for low density residential use and 4.3 acres/3 parcels developed as high density residential use.

The Fourth area is located south of Mill Street, between Woodward and Papst Avenues. It is in area 16, contains 1.1 acres/2 parcels and is developed as medium density residential use.

The Fifth area is located at the southeast corner of Mill and Third Streets. It is in area 17, contains 1.1 acres/2 parcels and is intended for low density residential use and is developed as a home occupation.

The Sixth area is in area 19 and contains 10.6 acres/6 parcels. It is located between Walker Street and Newport Avenue, east of Interstate 5 and is intended for low density residential use.

The Seventh area is on Newport Avenue, extending 600ft to the south and to Interstate 5 and is in area 20. It contains 11 acres and is intended for high density residential use.

The Eighth area is on South Street and extends approximately 600 feet to the north and is between Interstate 5 and Sixth Street. It is in area 20, contains 24.32 acres and is intended for commercial use.

The Ninth area is located in area 21, south of South Street between Interstate 5 and Sixth to County Road 18. It

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The Ninth area is located in area 21, south of South Street between Interstate 5 and Sixth to County Road 18. It contains 40.3 acres/28 parcels and is intended for Light Industrial/Commercial.

Development in the Seventh, Eighth, and Ninth areas are further regulated by the Newport Avenue/South Street Area Plan adopted by City Council Resolution 84-2. The Plan is located in Section IV of this General Plan.

ORLAND AREA GENERAL PLAN
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2. NATURAL RESOURCES:

a. Soils:

Orland is located on a more recent alluvial fan of Stony Creek. One of the main soil associations is the Cortina-Orland association. The soils in this association are shallow to deep over alluvium washed chiefly from areas on schistose and sedimentary rocks. Cortina soils, on flood plains and in channels, are gravelly and are excessively drained. They are shallow to moderately deep over channel sand and gravel.

Soils within the Planning Area are essentially gravelly. There is not a significant difference in the soils between different parts of the Planning Area which would be an overriding consideration for recommendation of development in one area or another.

The primary means of preserving productive soils is to encourage development at the higher densities which can be served with City services. One (1) acre developed with four or more homes can accommodate the population that may take from five (5) to twenty (20) acres out of agricultural production if four homes are developed in the unincorporated area of the County.

b. Water resources:

1. Groundwater:

The City depends on groundwater for its water supply. The groundwater has been adequate in quality and quantity in the past and is expected to be adequate in the future as well.

2. Orland Unit Water Users' Association:

The Orland Unit Water Users' Association supplies water for irrigation to land around Orland. The Orland Unit Water User's Association secured a water right to water from Stony Creek in 1902 and the first water was delivered to the Orland Project in 1910.

At this time (1990) the Orland Unit Water User's Association has 1100 share holders. Each share holder is assessed \$25.00 per acre per year to pay for the cost of water delivery. They receive three (3) acre feet of water per acre per year. The Orland Unit Water Users' Association is

ORLAND AREA GENERAL PLAN LAND USE AND CIRCULATION

governed by a nine (9) member Board of Directors. The assessment fee may change from year to year but the amount of water delivered does not.

Only 90 share holders have forty (40) or more acres. Six hundred seventy nine (679) share holders farm from five to forty acres. There are 331 parcels with less than five acres in the Association. These farming operations can be considered as hobby farms or supplemental income farms since all the owners have other jobs for their main source of income. Crops include olives, citrus, irrigated pasture, almonds, and prunes.

Although some of the canals in this system have been changed to underground pipelines there are still many open canals in and around Orland. These canals may have to be placed into underground pipelines in the future. This is an added expense for development of several areas. City policy requires undergrounding of these pipelines as a condition of development.

c. Vegetation and Wildlife:

The primary area near Orland which has natural vegetation and wildlife is the area along Stony Creek. The County should maintain a large minimum parcel size in this area in order to protect this area. The Stony Creek area is also regulated by the State Department of Fish and Game and the State Reclamation Board. There are no rare or endangered animals or plants in this area.

d. Agriculture:

The agricultural operations around the City of Orland are primarily hobby farms meaning that they provide supplemental rather than primary income. Agricultural operations include small orchards and irrigated pasture which may be used for horses, sheep or cattle.

Since a mixture of land uses exists the zoning regulations need to clearly state what types of agricultural uses will be allowed on various parcel sizes in order to minimize land use conflicts. The most serious land use conflict is the presence of excessive numbers of farm animals in these areas. A standard used in land use planning for such areas is that animal densities should be kept to one cows or horses per acre; or four sheep or goats per acre; or one pig per acre.

ORLAND AREA GENERAL PLAN
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e. Scenic resources:

The area around Orland is fairly uniform with views of the Coastal Ranges to the West, The Sierra Nevada to the East and the Cascades to the North. On a clear day Mt. Shasta can be viewed to the north and Mt. Lassen to the east. Riparian vegetation along Stony Creek exists and should be protected since it provides scenic amenities, provides habitat and helps to stabilize Stony Creek.

As urbanization takes place, the aesthetic quality of development can be enhanced through the use of performance zoning whereby aesthetic considerations are required for development, landscaping, open space dedication and architectural design standards. Use of these tools should be required and encouraged in order to provide a higher quality of life for existing and future residents of the Orland area.

f. Cultural Resources:

Although there are no known archaeological sites in the Planning Area it is possible that archaeological sites exist. It is possible that agricultural or other land-disturbing activities have destroyed the value of an archaeological or historical site in the Orland Planning Area. Archaeological surveys should be required in areas that may be archaeologically sensitive such as in undisturbed areas where cultural or prehistoric resources may occur that are adjacent to streambanks.

g. Natural Hazards:

1. Flood Hazards:

Development creates paved areas which are impervious surfaces that generate run-off water during the rainy season. In order to avoid flood hazards it is necessary to calculate the amount of run-off water which will be generated from a development and provide for storm water drainage. Of course, development should not be allowed in the Stony Creek or Hambright Creek floodways.

According to the Flood Insurance Rate Map most of the area on the northwest portion of the planning area is in flood zone B which means it is subject to floods between 100 and 500 years. Areas around Stony Creek are in flood zone A (subject to 100 year flooding). The remainder of the planning area is not subject to the 100 year flood (see Diagram 3, Flood Zone Designations).

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For further information call Andrew Corry at the
Department of Water Resources - (916) 527-6530.

ORLAND AREA GENERAL PLAN
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a.

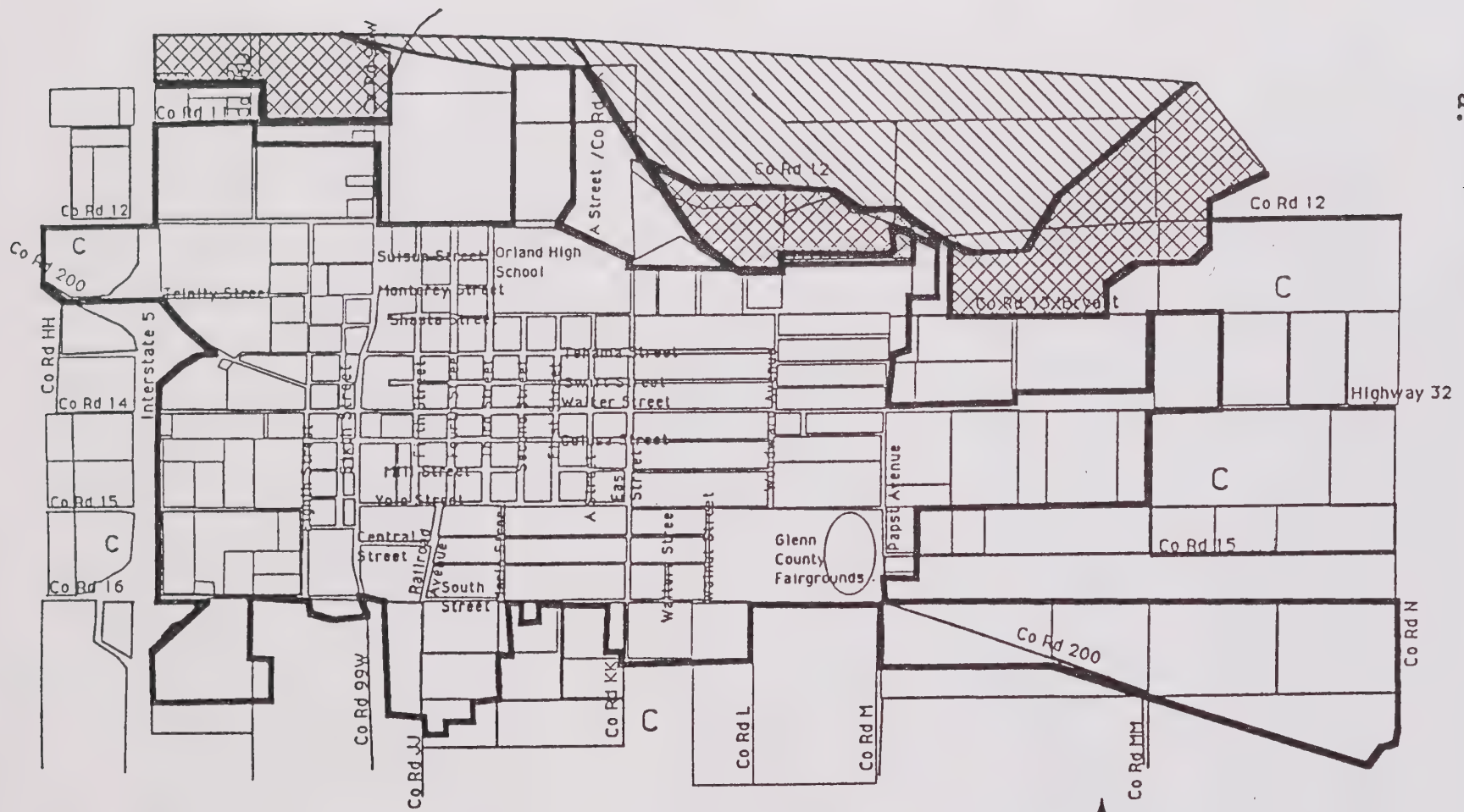





Diagram #3
Flood Zone Designations

-  A1 Areas of 100 year flood
-  B Areas between limits of 100 year flood and 500 year flood
-  C Areas of minimal flooding

N
SCALE: 1 INCH = 2300 FEET

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2. Geologic Hazards:

According to the Glenn County Seismic Safety Element, geologic hazards such as earthquake shaking, mud slides and volcanic eruption are minimal and are not expected to be a major problem in the Planning Area. The closest fault to Orland is located approximately 10 miles to the west near Black Butte Reservoir. This fault trends northwest-southeast and can be considered potentially active. Several other faults are located further west in the Coastal Ranges as well as to the east in the Sierra Nevada. Although this area is not prone to seismic hazards, potential geologic hazards can be substantially eliminated through actions of the City and the County such as building code enforcement.

3. COMMUNITY RESOURCES

a. Police Protection:

Police protection for City of Orland residents is provided by the City of Orland Police Department. County residents are protected by the Glenn County Sheriff's Department. A uniform pattern of annexation, street names and addresses would be of assistance to law enforcement personnel. At this time (1990) the City of Orland has one Police Chief with six officers and two openings for additional officers and one clerk. The Police Officers Standards and Training Organization has stated that the average number of police officers in cities throughout the United States is 2.2 officers per 1000 people.

b. Fire Protection:

Fire protection is provided jointly by the Orland Rural Fire District and the City of Orland. The Fire Department is staffed entirely by fifty (50) volunteer fire fighters. This system has worked very well in the past. However, the future of this system is in doubt. It is increasingly difficult to get volunteers and extensive training is now required. The liability to the individual and the City is large and the type of fire danger is changing from grass fires to structure fires. The fire fighters also have to deal with many medical emergencies that they are often not prepared for. The City may want to establish a task force to study this problem and prepare recommendations for the future. Fire fighting equipment includes one chief's truck, one rescue vehicle, four (4) fire trucks and one tanker.

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c. Parks:

The City of Orland has over fifty three (53) acres of parks and facilities for a population of 10,000 people as follows:

1.	Vinsonhaler Park	18.1 acres
2.	Lely Aquatic Park	30 acres
3.	Library Park	2.6 acres
4.	Spence Park	2.1 acres
5.	Welcome to Orland Park	.26acres

A parks assessment area was formed under the Landscaping and Lighting Act to pay for the operation and maintenance of these parks only.

According to the National Recreation and Park Association (NRPA) standards there should be 2.5 acres of park site developed for every 1000 people in the service area. Based on this standard, the parks in Orland will be adequate to serve the future growth of the area.

However, new development without additional parks will make the existing parks more crowded. It is a common practice for cities to require up to five (5) acres of parks for each 1000 people. According to this standard all new developments should be providing for additional parks.

d. Library:

The Library is funded by the City and the County. There are eight employees (equivalent to 6.75 full time positions). Yearly circulation is 110,000 pieces.

e. Water:

The City of Orland operates eight wells and serves 1877 residential water customers and 338 commercial water customers. All new development is required to install eight inch (8") water lines and pay capacity charges for new wells. The City is currently looking for a new well site.

f. Sewage Treatment Plant:

The Orland Sewage Treatment Plant currently (1990) treats approximately 500,000 gallons of wastewater per day. The capacity of the Plant is one million gallons of wastewater per day. This means that the Plant is at 50% capacity. Based on an average of 250 gallons of wastewater generated per day per residence; the plant could serve an additional 2000

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residential units if the entire remaining capacity were devoted to residential use.

The City will need to acquire and develop additional land for the Sewage Treatment Plant at the Orland Airport. The City is anticipating a 110 acre expansion of its sewer treatment ponds. This expansion will be adequate for growth anticipated through the planning period.

g. Storm Drain System:

There are approximately 15 miles of storm drains in the City of Orland at this time. The storm drainage capacity of Aquatic Park is at capacity and an overflow system at the Orland Airport is being proposed. In addition the City will have to acquire new storm drainage areas as follows:

- a) at the Southern Pacific site on County Roads "18" and "99W",
 - b) on the Embrey and Stokes property,
 - c) to Stony Creek and
 - d) on the Sturm property; and
- a collection system will have to be developed.

The City is anticipating construction of a retention pond near the airport, another south of the Dole plant east of the railroad tracks and another northeast of town. Stony creek may receive drainage from subdivisions which are located along the north portion of the planning area where drainage permits. New developments may develop individual drainage solutions and may not necessarily connect to the existing storm drain system.

h. Schools:

The enrollment and capacity information for the Orland Schools is as follows:

MILL STREET SCHOOL--Grades k-2:

September 1990 enrollment--585
Capacity--630 (based upon current class size ratio)

FAIRVIEW SCHOOL--GRADES 3-5:

September 1990 enrollment--475
Capacity--600

C.K. PRICE SCHOOL--GRADES 6-8:

September 1990 enrollment-460
Capacity--600

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ORLAND HIGH SCHOOL--GRADES 9-12:

September 1990 enrollment-570
Capacity--750

NORTH VALLEY HIGH SCHOOL--GRADES 9-12:

September 1990 enrollment-15
Capacity--30

The Orland School Districts established school fees to mitigate the costs of additional facilities necessitated by additional enrollment.

ORLAND AREA GENERAL PLAN
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B. OBJECTIVES AND GOALS:

The following objectives and goals are the basis of this Plan:

Objectives:

1. To promote cooperation between the City of Orland and the County of Glenn within the Orland Planning Area as delineated in Diagram 1.
2. To set forth the following goals to achieve coordinated land use planning between the City of Orland the County of Glenn.

Goals:

1. Preserve agricultural land by encouraging development within the City of Orland and discouraging small lot development of lots less than ten (10) acres in size in the unincorporated area of the County.
2. Promote an orderly pattern of community development consistent with economic, social and environmental needs.
3. Provide for development which is served by appropriate services and infrastructure.
4. Promote development which will provide a balance of jobs and housing for the Orland Area.
5. Provide for the anticipated growth of the City of Orland to the year 2000 and for the expected population of 8,000 to 10,000 people.
6. Discourage unserviced or poorly serviced urban development within the unincorporated area of Glenn County.
7. Promote public safety by providing for safe water and waste disposal and by providing for adequate access for emergency services.

ORLAND AREA GENERAL PLAN
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C. POLICIES:

1. Those areas which are in the Orland Planning Area as shown in Diagram 1 will not be zoned or designated to allow parcels smaller than ten (10) acres in size prior to annexation.

The purpose of this policy is to preserve land in parcel sizes large enough that it will be possible to annex them into the City and develop them. Since there are only a few areas which are adjacent to the City and which can be served by City services they should not be used for other types of less intensive development.

2. Those areas in the unincorporated Planning Area as shown in Diagram 1 shall be annexed to the City of Orland and shall be developed to full City of Orland development standards.

Areas which will be part of the City of Orland in the future shall be developed with streets and other infrastructure that will be compatible with City standards. This will prevent problems for the City in the future because the City will not be saddled with areas which do not meet the City standards and are thus more expensive to serve, a safety hazard, an aesthetic nuisance, and/or provide land use conflicts.

3. All annexation applications to LAFCO shall be made by the City of Orland.

Annexation is a four (4) step process as follows:

- a) When the City receives a signed consent for annexation and the required fees the City will prepare an application for the Glenn County Local Agency Formation Commission (LAFCO). This includes the following:
 - 1) a resolution of application by the City Council,
 - 2) rezoning of the property,
 - 3) environmental review of the project,
 - 4) a map and legal description of the property,
 - 5) information on the provision of services,
 - 6) a tax sharing agreement (AB8 Agreement) with the County.
- b) The Glenn County Local Agency will hold a Public Hearing on the Application according to the requirements of the California Government Code known as the Cortese/Knox Local Government Reorganization Act of 1985.

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- c) A copy of the LAFCO Resolution will be transmitted to the City for necessary action which may include a Public Hearing and/or an election. The City submits the Resolution of Annexation back to the LAFCO office.
- d) The LAFCO Staff will have the City's Resolution of Annexation recorded. The date that the Resolution is recorded the Annexation is final. The LAFCO Staff will also submit the necessary information to the State Board of Equalization to have the annexed territory included in the City's tax base.

In order to meet the technical requirements of the application and to ensure that this process runs smoothly it is better if the City makes all the applications rather than the individual landowners.

- 4. Undergrounding of all U.S.I.D. canals shall be required according to the City of Orland Policy which states the following:
Undergrounding of all U.S.I.D. canals shall be required with the development of any residential, commercial or industrial properties adjacent to the canals or adjacent to a public right-of-way abutting canals.

The purpose of this policy is to provide for safety for the future residents of Orland.

- 5. Streets and roads shall be developed to City Standards for parcels smaller than 5 acres in size and with connections to existing City streets and to adjacent properties.

It is important that new development be properly integrated with existing City infrastructure so as to allow free flow of traffic in an efficient manner.

- 6. Street locations shown on the Circulation Plan may vary only when special physical circumstances are present. In all cases the proposed street must join existing streets at the approved location.

The purpose of this policy is to allow the developers some flexibility due to physical constraints but to ensure that the total street system will be coordinated.

- 7. No houses or buildings shall be constructed within the right-of-way or setback area of any proposed street.

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The purpose of this policy is to avoid having houses or buildings in the area where future roads are to be constructed. This will reduce the cost of road construction in the future.

8. Land in the Planning Area may be used for agriculture (except for feed lots, dairies, hog farms, or similar uses) until such time as development is approved.

The purpose of this policy is to allow the landowners a viable use of their property until the area is ready to be annexed and developed.

9. Complete mitigation shall be required of development for public facilities to City Standards for any parcels less than 5 acres in size including roads and bridges, fire protection and other facilities and (or) infrastructure for the protection of health and safety in the Orland Planning Area.

Several events during the past ten (10) years have undercut the financial capacity of local governments to build infrastructure:

- a) Passage of Proposition 13,
- b) difficulty passing bond initiatives, and
- c) severe reductions in federal and state assistance.

As a response, most cities and counties are shifting the burden of financing the capital costs of additional infrastructure from tax revenues and general obligation bonds to new development.

ORLAND AREA GENERAL PLAN
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D. COUNTY LAND USE AND ZONING PLAN:

1. Introduction

As long as the land remains under County jurisdiction the land use designations (Diagram 4) will be:

Agricultural General
Rural Residential
Industrial
Highway and Visitor Serving Commercial
Service Commercial
Commercial Reserve

The County zoning designations (Diagram 5) will be:

AE-20 Agricultural General, 20 acres min. parcel size
RE-5 Rural Residential Estate, 5 acres min. parcel size
I Industrial
HVC Highway-Visitor Commercial
SC Service Commercial
C Commercial

Once the land is annexed to the City of Orland the City land use designations and zoning will prevail.

The specific land use and zoning designations are shown on Diagram 4 and Diagram 5. The County land use designations are described on the pages following Diagram 5.

ORLAND AREA GENERAL PLAN LAND USE AND CIRCULATION

a.

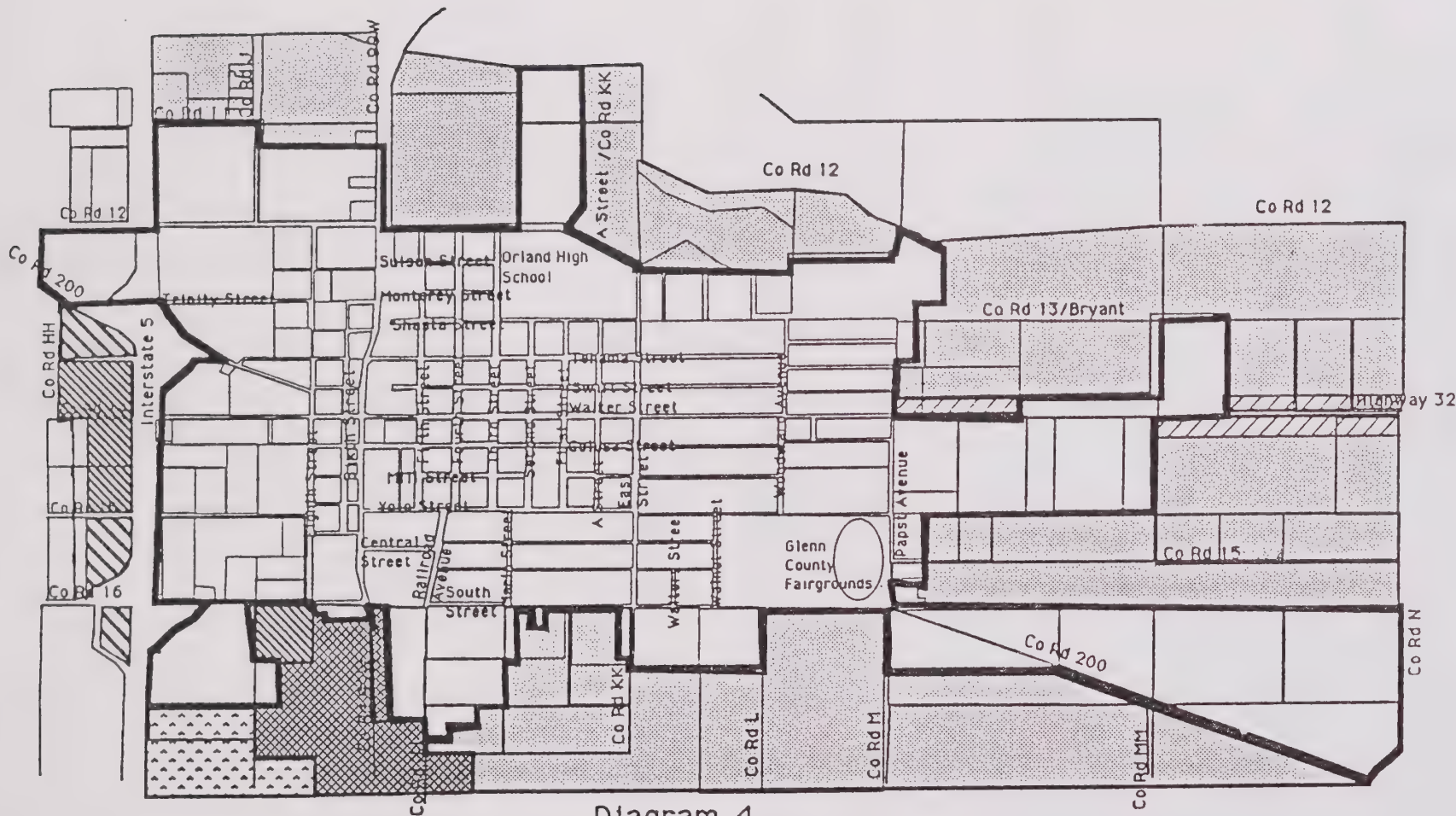


Diagram 4
County Land Use

- | | | | |
|--|---|--|--------------------|
| | Agriculture General,
20 acre minimum parcel size | | Service Commercial |
| | Rural Residential, 5 acre
minimum parcel size | | Commercial Reserve |
| | Industrial | | |
| | Highway and Visitor Serving Commercial | | |



SCALE: 1 INCH = 2300 FEET

ORLAND AREA GENERAL PLAN
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2. County Land Use Designations

a. Rural Residential:

1. Purpose and Definition:

The Rural Residential category provides for the establishment of homes and limited agricultural uses.

2. Typical Permitted Uses:

Examples include houses and accessory buildings, agricultural uses such as pasture and orchards and a limited number of animals.

3. Development Intensities and Criteria:

No land divisions resulting in new parcels less than 10 acres in size will be allowed while the land within the Orland Planning Area is within the County.

Structures are generally not expected to cover more than 5% of the site or exceed 35 feet in height.

4. Criteria which must be met for a land use designation amendment:

It is expected that land will be annexed to the City of Orland and be provided with city sewer and water in order to change this land use designation unless the proposed change will result in 10 acre or more parcel sizes.

b. Highway and Visitor Service Commercial:

1. Purpose and Definition:

This category provides sites for the commercial needs of the traveling public and visitors to the County. Proposed developments smaller than 10 acres in size shall be annexed to the city.

2. Typical Permitted Uses:

Travel related services such as gasoline service stations, truck stops, food and beverage sales, eating and drinking establishments and lodging located along major streets and collectors and major divided streets for the

ORLAND AREA GENERAL PLAN
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traveling public. Resort development would be appropriate in this category.

3. Development Intensities and Criteria:

Structures are not expected to cover more than 50% of the site or to exceed 30 feet in height.

4. Criteria which must be met for Zoning proposals:

- a. Visitor service commercial use shall have convenient access to a County or State maintained road and should be located near interchanges and intersections where possible.
- b. Visitor and traveler related development larger than one acre in size shall be processed through the Planned Development process.
- c. Compact rather than linear development patterns shall be encouraged.
- d. Appropriate highway and visitor serving commercial sites shall not result in harmful impacts to adjacent landowners.

c. Service Commercial:

1. Purpose and Definition:

The Service Commercial category is to provide areas suitable for heavier commercial uses serving communities within Glenn County. Proposed service commercial uses smaller than 10 acres in size shall be annexed to the city.

2. Typical Permitted Uses:

May include, but are not limited to automotive-related or heavy equipment services, sales, lumber yards, machine shops, trucking terminals, printing/publishing facilities and warehousing. This land use category would be appropriate in agricultural areas where they would provide agricultural equipment sales and services, wholesale commodities sales and other agricultural-related services and commercial uses.

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3. Development Intensities and Criteria:

Structures are not expected to cover more than 75% of the site or exceed 35 feet in height. Outdoor storage will be screened and generally will not exceed 50% of the gross floor area. Service Commercial uses shall require development review approval.

4. Criteria which must be met for Zoning Proposals:

- a. Service Commercial lands shall be located within or adjacent to an established community
- b. Adequate public services shall be available or shall be planned to be available.
- c. Service Commercial lands shall be located on or have convenient access to rail or arterial or collector highways. Service Commercial development shall not be allowed where access is through residential or other areas incompatible with Service Commercial traffic.
- d. Lands shall not be located in hazardous areas such as floodways or fault zones. Appropriate Service Commercial sites shall not result in harmful impacts to adjacent land users.

d. Industrial

1. Purpose and Definition:

The Industrial Land Use designation is to provide for a range of manufacturing, the processing of natural resources and agricultural products. The intent is to encourage appropriate industrial/manufacturing development that will not be incompatible with adjacent land use or create adverse environmental impacts.

2. Typical Permitted Uses:

Typical permitted Uses include light manufacturing, uses permitted in the Service Commercial Category, fabrication shops, large warehouses, equipment storage yards, distribution sales, batch plants, lumber mills, auto wrecking, salvage and junk yard, fuel tank farms, energy general facilities, etc.

3. Development Intensities and Criteria:

Structures are not expected to cover more than 50% to 75% of the site or to exceed 45 feet in height. Outdoor storage generally will be completely screened and not

ORLAND AREA GENERAL PLAN
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exceed 100% of the gross floor area. Industrial uses shall require development review approval.

4. Criteria which must be met for Zoning Proposals:
 - a. Lands shall be designated to recognize existing permitted uses.
 - b. Lands outside community areas shall have adequate water and on-site sewage system suitability.
 - c. Lands shall have convenient access to an arterial or collector road. Ideally, Industrial lands shall be railroad access.
 - d. Appropriate industrial sites will not result in significant harmful impacts to adjacent land uses. In addition, industrial sites shall be designed to prevent the intrusion of incompatible uses into industrial uses. Infilling of existing industrial areas is highly desirable where feasible.
 - e. All industrial uses of 5 or more acres shall be permitted under a Planned Development or industrial park process.
 - f. Ideally, new industrial uses should not be located within 500 feet of schools, hospitals, or "blue line creeks" or wetlands (as shown on the most recent USGS Topographic Quadrangle Map) or populated residential areas (more than 10 dwelling units within a quarter mile diameter area). Light industrial applications which do not involve the storage or use of potentially hazardous materials may be considered within 200 to 500 feet of a "blue line creek".
 - g. Notwithstanding the above mentioned criteria, some resource dependent industrial applications such as gravel processing and agricultural related activities may require locations in closer proximity to specific resources. In all such cases, adequate buffers and safeguards shall be maintained to protect public health, safety, welfare and environmental quality.

ORLAND AREA GENERAL PLAN
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E. CITY LAND USE AND ZONING PLAN:

1. Introduction:

The City land use designations (Diagram 6) will be as follows:

Commercial
Light Industrial/Commercial
Heavy Industrial
Residential Estate
Low Density Residential
Medium Density Residential
High Density Residential
Public Facility

The City zoning designations (Diagram 7) will be as follows:

C-H Highway Commercial
C-1 Neighborhood Commercial
C-2 Community Commercial
M-L Light Industrial/Commercial
M-H Heavy Industrial
R-E Residential Estate (5 acres)
R-1 Single Family Residential
R-2 Duplex Residential
R-3 Multiple Residential
R-4 Apartment Residential
PD Planned Development
P-F Public Facility

The specific land use and zoning designations are shown on Diagram 6 and Diagram 7. The City land use designations are described on the pages following Diagram 7.

ORLAND AREA GENERAL PLAN
LAND USE AND CIRCULATION
a.

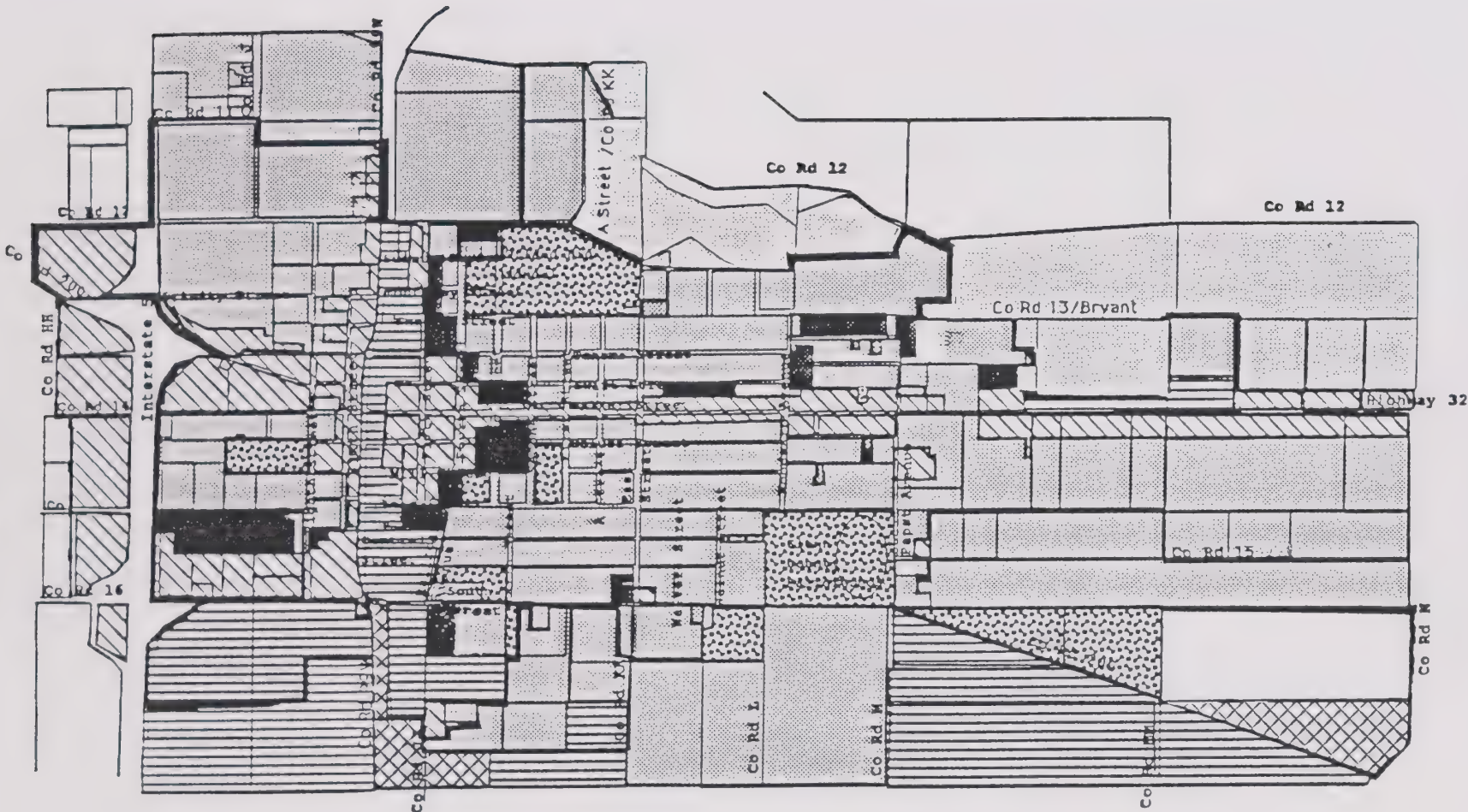
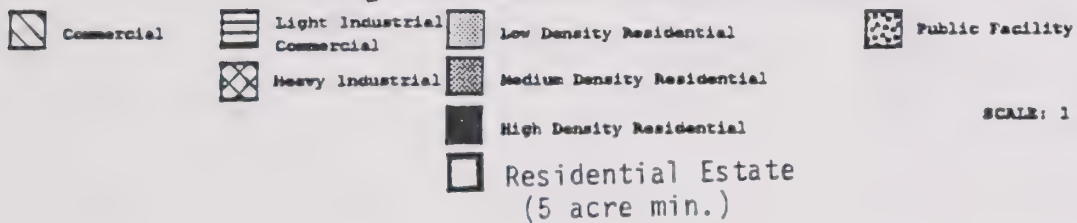


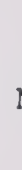
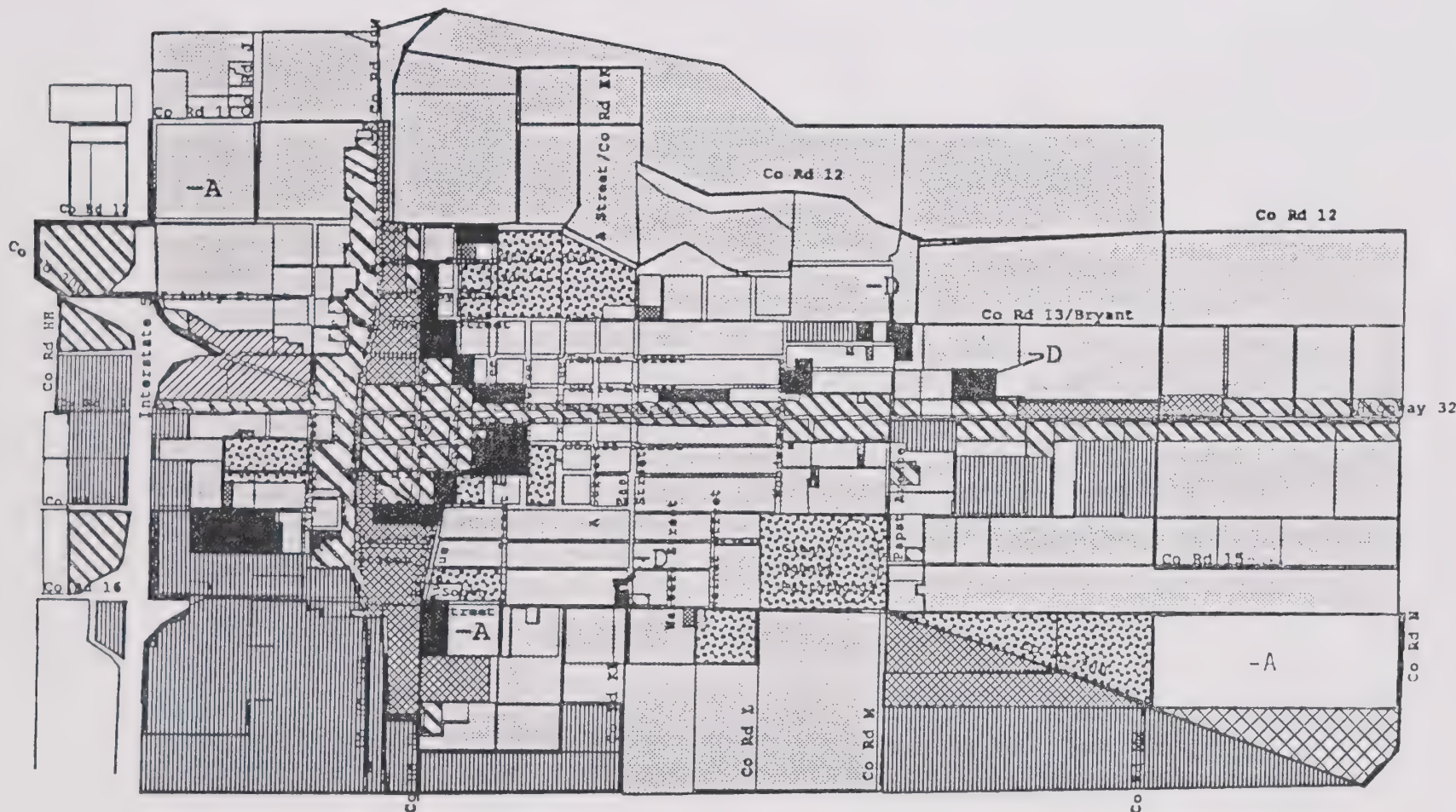
Diagram 6
City of Orland Land Use Map



SCALE: 1 INCH = 2300 FEET

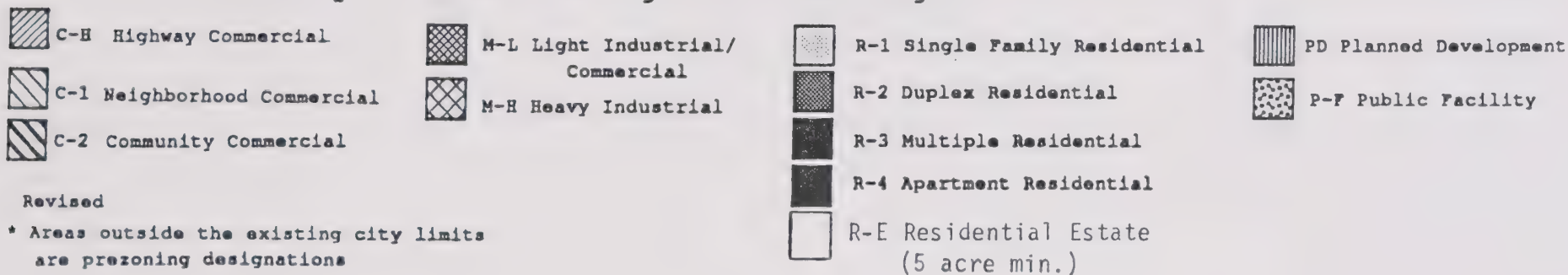
ORLAND AREA GENERAL PLAN
LAND USE AND CIRCULATION

b.



SCALE: 1 INCH = 20'

Diagram 7
City of Orland Zoning and Prezoning*



ORLAND AREA GENERAL PLAN
LAND USE AND CIRCULATION

2. City Land Use Designations:

a. Residential:

1. Purpose and Definition:

Land designated for residential use in the City of Orland will provide for single family and multiple family residential uses at a density of 1 dwelling unit per five (5) acres to 12 dwelling units per acre.

2. Typical Permitted Uses:

Permitted uses will include houses, duplexes and apartments.

3. Development Intensities and Criteria:

Land designated for residential use may be Residential Estate (1 unit per 5 acres), low density residential use (5 units per acre), medium density residential use (8 units per acre) or high density residential use (12 units per acre). Medium density residential use may be allowed adjacent to low density residential uses provided that the proposed medium density use has convenient access to either a collector or arterial road and proper buffering in the form of landscaping or solid fencing is provided. The proposed project will be subject to Design review. Medium density residential uses adjacent to low density residential uses should be limited to one story. Medium density use requires a rezoning which is a discretionary action by the Planning Commission and City Council.

4. Criteria Which Must Be Met for Zoning Proposals:

Proposed lot layout and information sufficient for Design Review must be presented at the time a Zone Change is requested. Provision of adequate services and open space will be a primary factor in proposal evaluation.

5. Landscaping:

All medium and high density residential development shall have adequate landscaping to provide screening and shaded areas. The landscaping shall be of sufficient quantity and quality to immediately enhance the overall appearance of the development.

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b. Commercial:

1. Purpose and Definition:

The Commercial category provides for a full range of commercial retail and service establishments to the City. Commercial areas should satisfy a variety of personal needs as well as those of nearby businesses.

2. Typical Permitted Uses:

May include, but not limited to, gasoline service stations, hardware stores, eating and drinking establishments, food and beverage sales, public buildings, general merchandise stores, professional offices, and finance offices.

3. Development Intensities and Criteria:

Structures are generally not expected to cover more than 50% of the site or to exceed 35 feet in height. Development on all land with a Commercial (C) designation shall be subject to Use Permit and Design Review approval. However, on lands with existing developed commercial uses where the proposed commercial use is similar and/or compatible to the previous and/or existing uses of the land, the City Manager or duly appointed representative may issue a Certificate of Commercial Land Use Compatibility.

4. Criteria which must be met for Zoning Proposals:

Since there is already a substantial amount of Commercial land in the City of Orland the amount of new Commercial land (zoning) is expected to be limited.

5. Landscaping:

All commercial development shall have adequate landscaping to provide screening and shaded areas. The landscaping shall be of sufficient quantity and quality to immediately enhance the overall appearance of the development.

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c. Heavy Industrial:

1. Purpose and Definition:

The Industrial Land Use designation is to provide for a range of manufacturing, the processing of natural resources and agricultural products. The intent is to encourage appropriate industrial/manufacturing development that will not be incompatible with adjacent land use or create adverse environmental impacts.

2. Typical Permitted Uses:

Typical Permitted Uses include manufacturing, fabrication shops, large warehouses, equipment storage yards, distribution sales, and other uses which will provide employment and benefit the community.

3. Development Intensities and Criteria:

Structures are not expected to cover more than fifty percent to seventy-five percent of the site or to exceed forty-five (45) feet in height. Outdoor storage shall be completely screened with adequate landscaping or fencing. Industrial uses shall require Design Review approval.

4. Criteria which must be met for Zoning Proposals:

- a. Lands shall be designated to recognize and minimize land use conflicts with existing adjacent permitted uses.
- b. Lands shall front on an arterial or collector road or shall have access that does not conflict with other land uses.
- c. Appropriate industrial sites will not result in significant harmful impacts to adjacent land uses. In addition, industrial sites shall be designed to prevent the intrusion of incompatible uses into industrial uses. Infilling of existing industrial areas is highly desirable where feasible.

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d. Light Industrial/Commercial

1. Purpose and Definition:

Light Industrial/Commercial (IC) areas are to be non-residential and will be developed with a Conditional Use Permit as a Planned Development. This designation is expected to allow the flexibility needed for innovative design and projects which may not fall completely within the industrial or commercial designations.

2. Typical Permitted Uses:

It is expected that uses which involve a combination of activities such as manufacturing and sales, or offices and manufacturing would be permitted in this area.

3. Development Intensities and Criteria:

Light Industrial/Commercial (IC) areas shall have landscaping and other appropriate buffers needed to make these developments compatible with adjacent areas. Access and visibility to major collectors or arterials shall be considered.

4. Criteria which must be met for Zoning Proposals:

Zoning proposals must be accompanied by plans for development which show that adequate services are available for the project and a Conditional Use Permit Application.

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C I R C U L A T I O N E L E M E N T

ORLAND AREA GENERAL PLAN
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III. CIRCULATION ELEMENT

A. Inventory and Policy Analysis

1. Examination of Existing and Proposed Circulation Systems

The current City circulation system has approximately 26 miles of paved roadway. Interstate Highway 5 is on the westerly boundary of the Orland area and State route 32 runs east and west through the City. All other streets are maintained by the City of Orland.

The existing circulation system consists of:

a. Highways and Streets

The designation of streets, the system of arterials, collectors and local streets is based upon 1) the travel needs of auto, truck, and transit uses; 2) the network pattern of existing streets; and 3) the access needs of adjacent land development.

The primary function of the local street is to provide access to individual land uses. The collector street collects traffic from the local streets and conducts it to the larger thru streets. Arterial streets are the major movement streets and are intended to move larger volumes of traffic across the community and provide access to and from highways, freeways and areas beyond the urban boundaries. Collectors and arterials also provide access to individual property.

The type of street is determined by its width and use. Typical street rights-of-way are as follows:

	Right-of-way	Curb-to-Curb
Arterial	110'	68' (w/22' median)
Major Collector	84'	64'
Industrial	64'	44'
Minor Collector/Local	60'	40'

(see Diagrams 10 and 11 on pages 61 and 62)

The traffic capacity of a street is the volume of traffic a street can accomodate without excessive congestion and delay. A typical local

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residential street would have a capacity of 1400 vehicles per hour; the typical collector, 1800; and typical arterial, 2300.

1. Arterials: Serve intercounty and interstate transportation needs. The California Department of Transportation maintains all but South and Sixth Streets of the City's arterial system. Right-of-way widths and sign requirements are determined by Cal-Trans on Interstate 5 and Highway 32.

Access from arterials to adjoining properties shall be limited to 300' apart for safety and traffic efficiency. Curbside parking should be prohibited, where feasible. For the purpose of Section 66484 of the Subdivision Map Act, an arterial shall be considered a major thoroughfare.

Arterials may also serve as collectors for local residential and commercial traffic.

The following streets comprise the City's arterial system:
Interstate Highway 5
Highway 32
Sixth Street
South Street (I-5 to Sixth Street)

Interstate 5 is the main north-south arterial serving inter and intra-regional movement with no interference from the local street pattern. There are two accesses to the freeway, one from South Street and the other from State Route 32. With these two accesses, traffic is directed to the City's commercial, residential and agricultural areas.

State Route 32 is a major east-west arterial. It is designated Walker Street from Sixth Street to the eastern City Limits. The State Route is the major access route to the commercial area of the City and I-5. Land use along State Route 32 is commercial and light industrial. The California Department of Transportation (Cal-Trans) is planning a realignment of State Route 32 at Sixth and Walker Streets and a widening of 32 east of the City limits to Stony Creek.

Sixth Street, or County Road 99, is the north-south arterial in Orland. Land uses along Sixth Street are primarily commercial but

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also include some residential to the north from Almond Way to the City limits.

South Street runs east-west and connects Sixth Street to the Interstate 5 access. Like State Route 32, South Street provides access from I5 to commercial, residential and County agricultural areas.

2. Major Collectors: accommodate traffic between arterial streets and major activity centers. Within residential areas, traffic is funneled onto major collectors and then to connecting arterials. Small scale retail or commercial establishments may have direct access to major collectors, but direct access to individual residential lots should be avoided to improve traffic safety and efficiency.

Curbside parking should be prohibited where feasible. For the purpose of Section 66484 of the Subdivision Map Act, a collector shall be considered a major thoroughfare.

The following streets comprise the City's Major Collector system:

- South Street (Sixth St. to Papst Ave.)
- Road 200 (Papst Ave. to Road N)
- *Road 18 (Cortina Dr. to Road 200)
- +Cortina Drive (Newport St. to Road 18)
- Papst Avenue/Co. Rd M (Hwy. 32 to Co. Rd 18)
- Road N (Hwy. 32 to Road 200)
- Road 16 (West of I-5)
- *proposed +proposed from South St. to Co. Rd 18

3. Minor Collector: collects traffic from residential areas to major collectors or arterials.

The following streets comprise the City's Minor Collector system:

- Date Street & extension (Olive St. to 6th; *6th to Road N)
- Bryant Street (Papst Ave. to Road MM)
- Tehama St. (Highway 32 to East St.)
- *Road 17 (East St. to Road MM)
- Road HH (Road 16 to Road 200)
- Hillsan St./Co. Rd. 15 (Papst Ave. to Road N)
- Railroad Ave. (Yolo St. to Co. Rd 18)
- Yolo St. (Railroad Ave. to East St.)
- Fourth St. (Yolo St. to Highway 32)

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Cortina Drive/Porter Ln(Newport Ave.to Walker)
East Street (Road 18 to Roosevelt;*Roosevelt to
Date)
Papst Avenue(Hwy.32 to Bryant;*Bryant to Date St)
*Road M₁ (Bryant St. to Date St.)
Road MM(Co. Rd 18 to Rd 200;*Rd 200 to Date St)
*Road N (Hwy. 32 to Date St.)
Eighth St. (South St. to Date St.)
*proposed

4. Local Streets: Provide direct access to individual adjoining properties. Local streets are accessed by at least two other streets and are not shown on the Plan maps.
5. Minor Local Streets: Provide direct access to individual adjoining properties. Minor Local streets are accessed by one local street and are not shown on the Plan maps.
6. Alleys: Primarily in the older section of the City, they provide rear access to parcels and underground water, sewer and gas lines. Bonnie Lane and Robbins Alley should be planned for development as City streets. Exceptions may have to be considered for the street width of Robbins Alley and Bonnie Lane.
7. Truck Routes: Trucks must be routed through the City for safety and to minimize their impact on non-commercial and industrial areas. Local deliveries are allowed on all streets but, through truck traffic will be restricted to streets on the designated truck routes.

State Route 32 is used by trucking firms as a connection between Interstate 5 and large population areas east of the City Limits.

The following shall comprise the designated truck routes in the City: (see diagram on page 60)

State Route 32 as existing within the City Limits;
County Road 99 (Sixth Street);
South Street-Interstate 5 to the eastern
boundary of Railroad Ave
Railroad Avenue-South St. to County Road 18(cont:)

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Papst Avenue- Highway 32 to South Street
County Road 200-Papst Ave.to County Road N

b. Public Transportation

1. Railroads: The City of Orland is served by the Southern Pacific Railroad which provides solely freight hauling service. Passenger service provided by Amtrak runs the Sacramento-Dunsmuir line and the nearest passenger stop is in Chico.

Rail-served industrial activities, within and adjacent to the rail line, contributes to the City's economic base. Freight-rail service plays a key role in the transportation of heavy or bulky materials produced locally and shipped to regional markets. Rail spurs serving these activities represent an important asset to Glenn County. The continued preservation of these facilities for use by the olive processing and future manufacturing industries must be assured. While important to the City's industry, rail lines pose potential safety problems where auto, pedestrian, and bicycle traffic intersect grade-level railroad crossings.

According to officials at Southern Pacific, approximately 10-12 trains pass thru the City in a 24-hour period.

2. Bus

- a. Commercial: Presently, there is no bus service for the City. Greyhound Bus Lines was operating in the City until April, 1992 as a flag stop.
- b. School: School buses operated by the school district provide a major source of transportation. The Orland School District had 13 buses which compiled a total of 103,000 vehicle miles in the 1990-91 school year.

There is no bus transportation for students wishing to attend nearby Chico State University. Students

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attending Butte Community College during the day have round trip bus transportation available during the school year as of the 1992 Winter term.

3. Taxi: Jimmy's Cab is the only taxi service in the City. The company operates one vehicle and charges \$3.00 for fares within the City.
4. Special Transportation: Jimmy's Cab provides transportation to the elderly within the City. Tickets are sold for \$1.20 each to certified clients and are given to the taxi operator at the time the ride is provided. The taxi company then redeems the tickets at a flat rate which is defined by a contract with the Glenn County Transportation Commission.
5. Air Travel: Major carrier commercial service is available at the City of Chico Municipal Airport where international and national connections can be made through San Francisco and Sacramento International Airports.
6. Bicycle: The bicycle is an attractive and viable transportation option and a very practical vehicle for short urban trips. Bicycling both for transportation and recreation should be encouraged for its many positive aspects. Presently there are no designated bike lanes or bicycle facilities in the City. However, street widths can accomodate bicycle traffic in some areas and bike racks are available at schools and parks.
7. Pedestrian: The pedestrian method of transportation is another means by which people move about the community. At present this method is most often used in conjunction with the automobile or another method of transportation. City standards require sidewalks along all improved streets except in the industrial areas.

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c. Airport Facilities

There are two publicly-owned airports in Glenn County: Orland and Willows-Glenn. Orland Airport has a 4,500 foot paved and "pilot controlled" lighted runway, 60' wide. Its length qualifies it as a "Basic Transport" facility where all general aviation, including business jets, can use the facility. There is sufficient land area for expanding service and facilities to meet the City's needs and also those of the region.

d. Pipe and Transmission lines that may present conflicts to areas designated for development:

Pacific Gas and Electric Company has a major 36 inch gas transmission line with a southward destination towards Willows.

A new line is planned to carry Alaska natural gas southward. It will utilize a 30 foot right-of-way along the existing gas transmission line.

In addition to the pipeline identified above, two electric 230 Kv transmission lines pass through the area.

Both types of transmission lines maintain rights-of-way which may have to be relocated to prevent conflicts with adjacent land use activities.

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e.

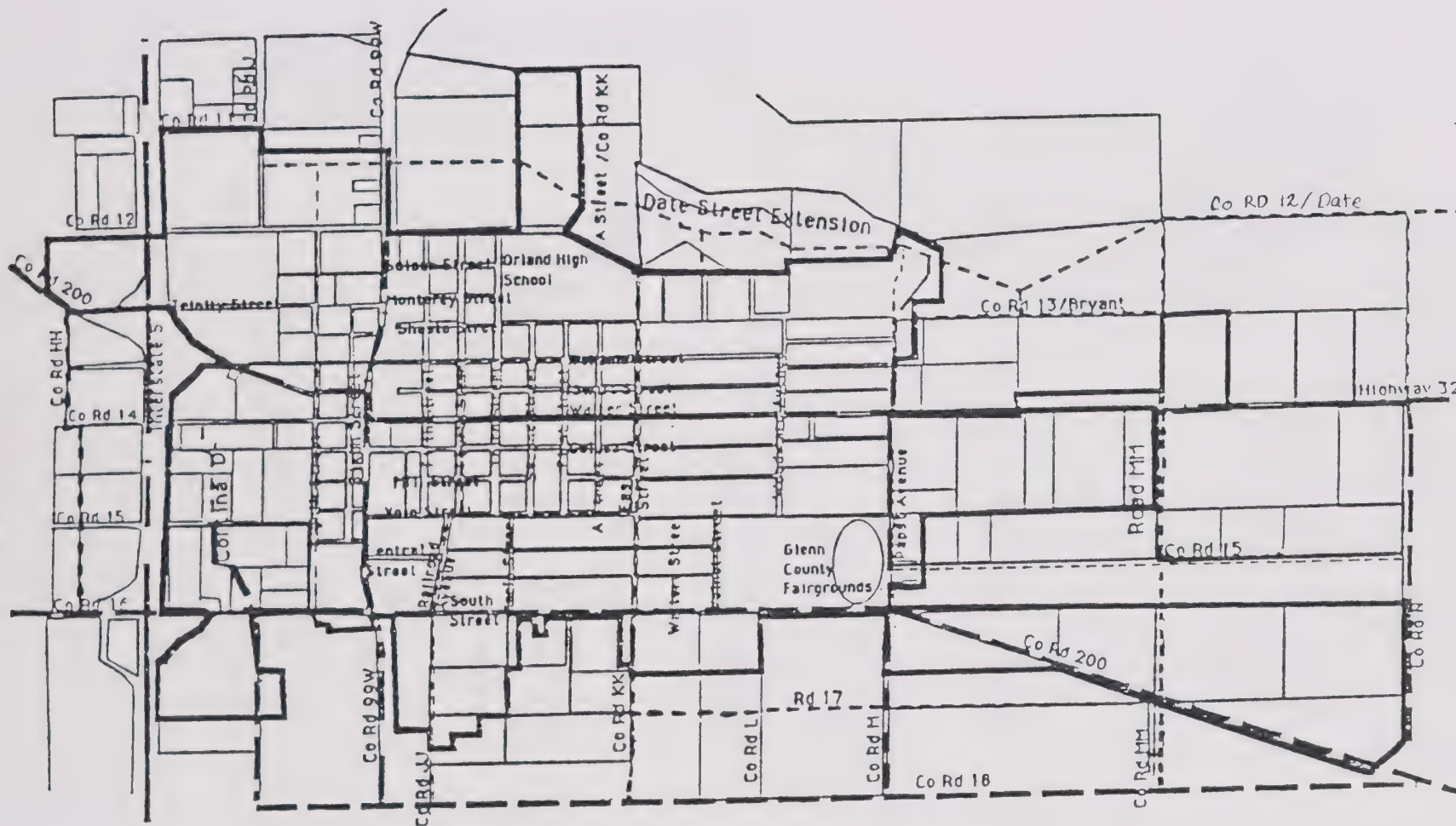


Diagram 8
Circulation Plan

- Arterial (I-5, Highway 32, Sixth Street, South Street-I-5 to Sixth Street)
- - - Minor Collector
- - - Major Collector
- City Limits



SCALE: 1 INCH = 2300 FEET

Note: Precise locations of proposed streets are available
at Orland City Hall and the Glenn County Planning
Department

ORLAND AREA GENERAL PLAN
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f.

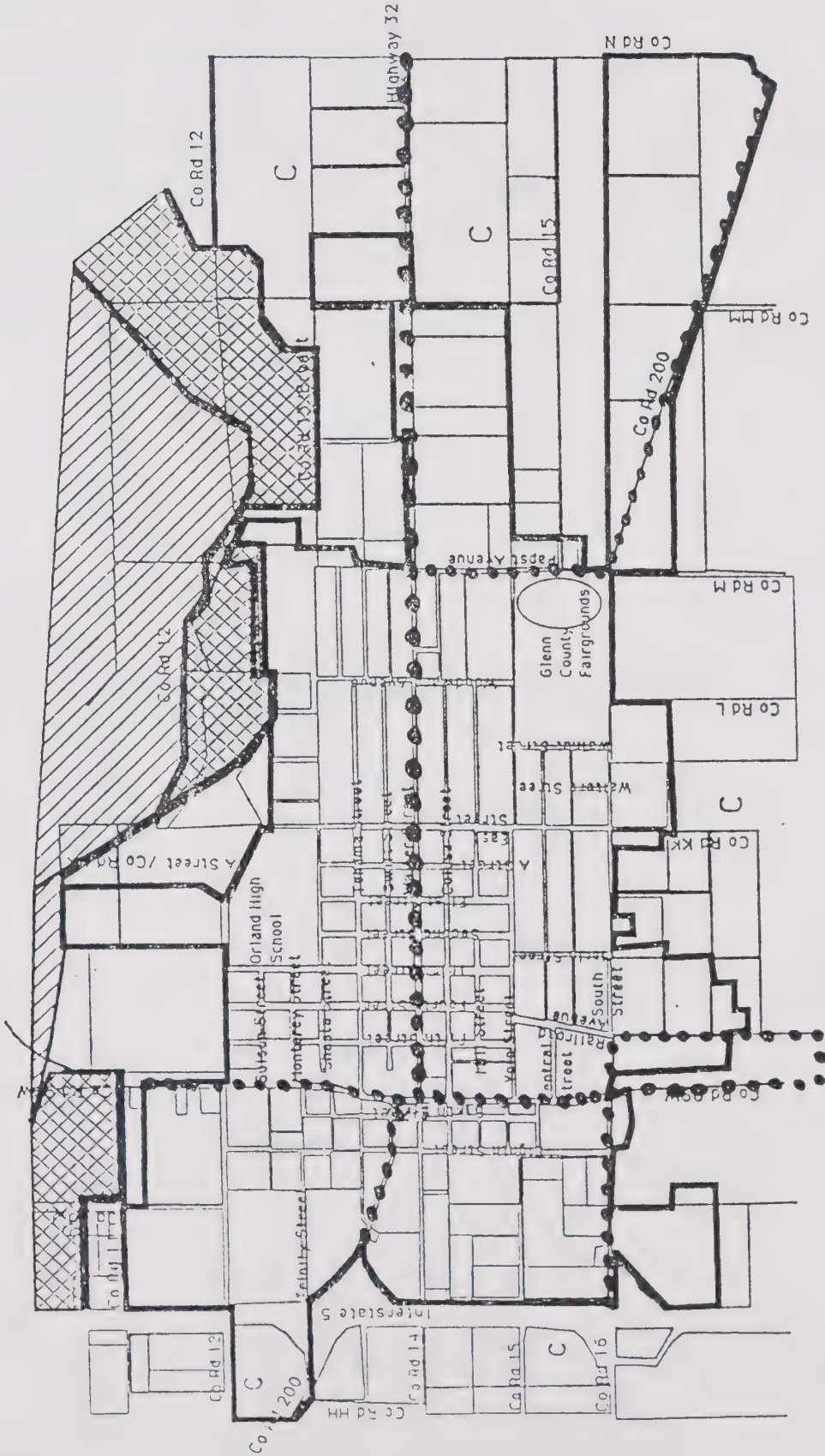


Diagram 9

DESIGNATED TRUCK ROUTES...

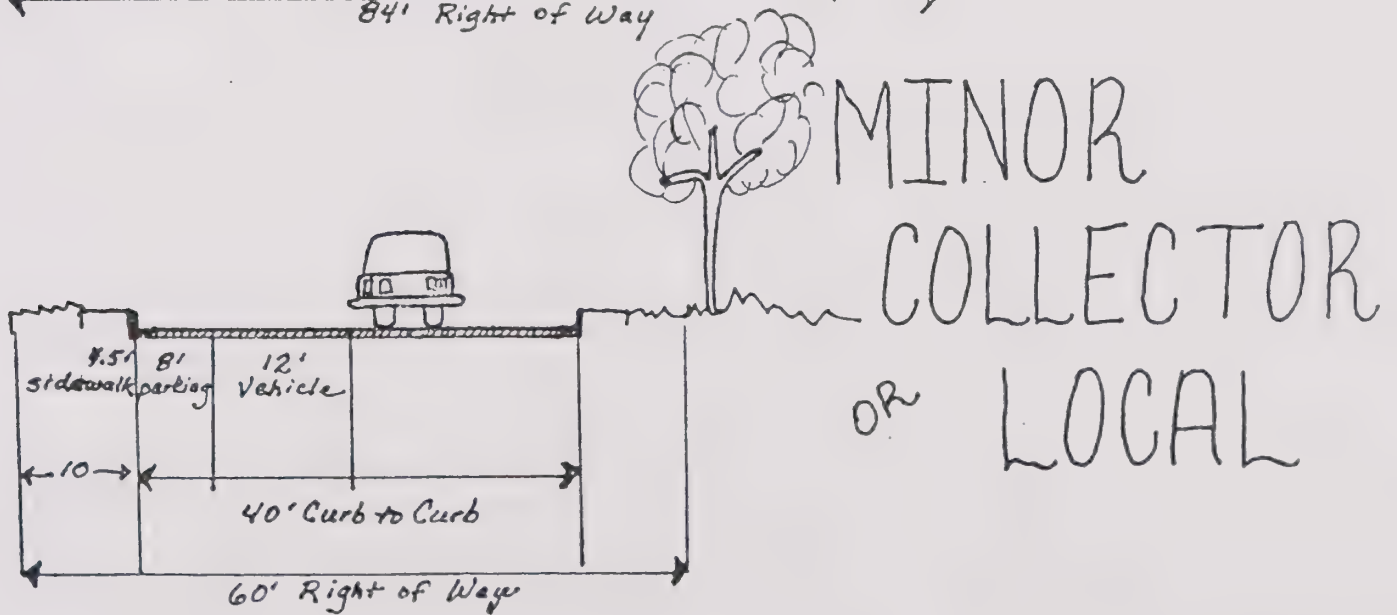
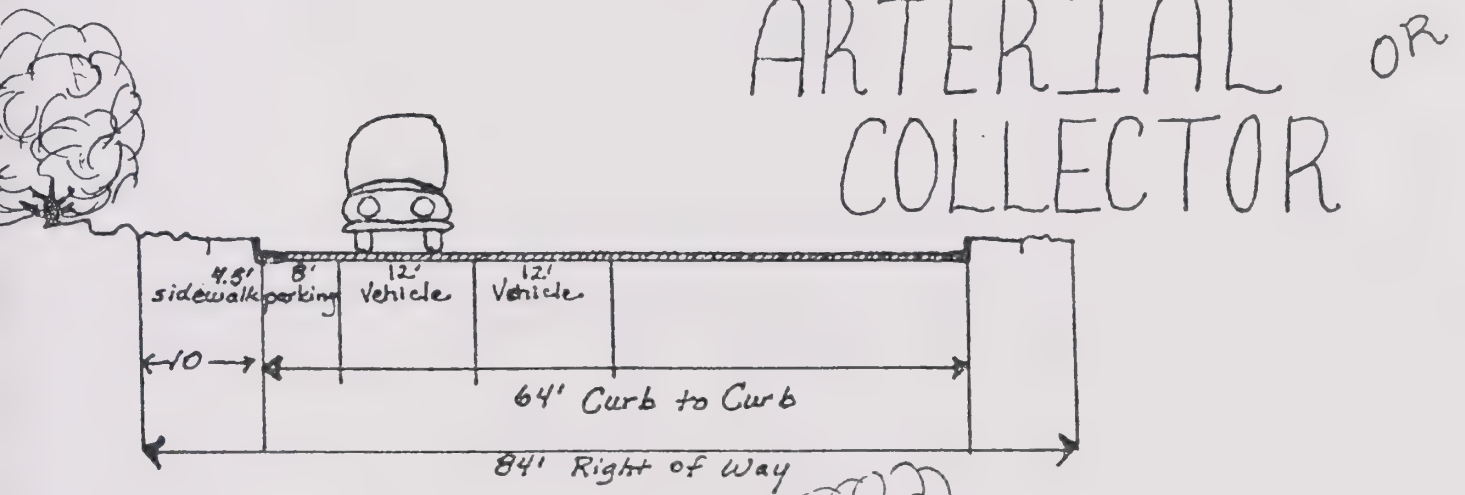
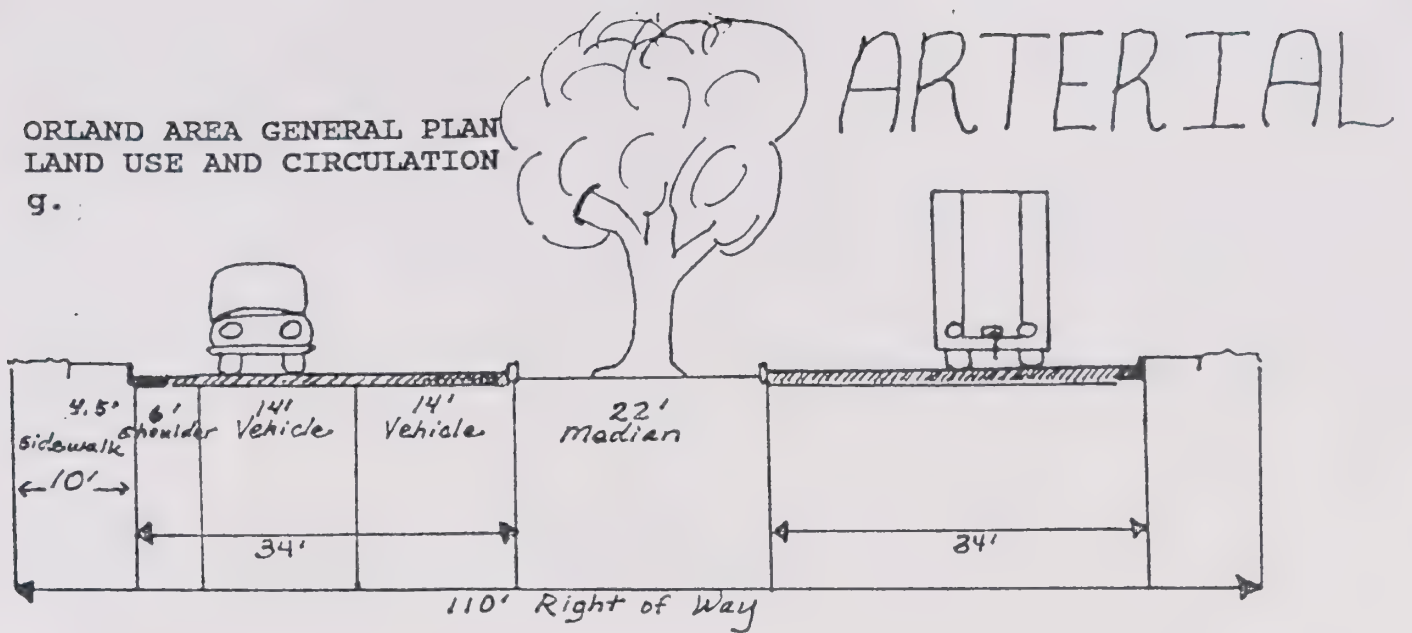


Diagram 10

TYPICAL STREET SECTIONS

h.

COLLECTOR ^{OR}
INDUSTRIAL

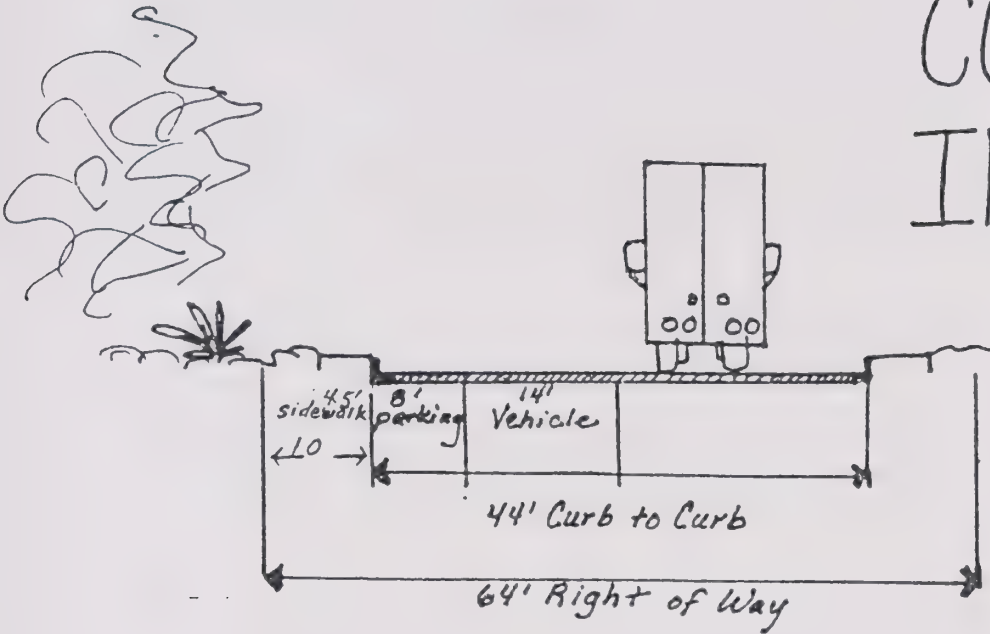


Diagram 11

TYPICAL STREET SECTIONS CONT.

ORLAND AREA GENERAL PLAN
LAND USE AND CIRCULATION

B. GOALS and OBJECTIVES

-Goals

1. Provide and maintain a circulation system which permits the safe and efficient movement of people and goods throughout the City and Orland Planning Area.
2. Maintain and improve, where possible, environmental quality in the design of the circulation system and alternate forms of transportation.
3. Develop a public transportation system that ensures the mobility needs of City residents are met in the most economically efficient manner.

-Objectives

1. Develop a system of high-standard local, collector and arterial roads to reduce travel time and improve traffic safety in the City and Orland Planning Area.
2. Formulate and adopt circulation design and improvement standards that:

Require a level of service consistent with the demands generated by proposed development, public safety, and the efficient use of public and private resources;

Are uniformly applied in the Orland Planning Area;

Address all modes of transportation; and

Will not result in substantial deterioration of air quality.

3. Provide, where feasible, transportation alternatives to the automobile.
4. Encourage car pooling and energy conserving transportation.

C. POLICIES

1. All proposed land divisions shall be legally accessible by an improved public street.
2. To insure emergency access and response, new developments in the City and Planning area will require circulation improvements that provide a second means of access for police, fire and medical vehicles. The City and County will

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coordinate street naming and addressing to assure prompt emergency response.

3. All streets, roads and easements within the City and Orland Planning Area shall be offered for dedication to the City and all improvements and right-of-ways shall be developed to City standards.
4. Establish an inventory of City roads which will determine priorities for meeting circulation and transportation needs.
5. For commercial and industrial uses, improve access to road and rail service in a cost-effective manner to facilitate their economic development.
6. Increase safe bike routes, secure bike parking facilities and pedestrian walkways within the City and Orland Planning Area.
7. Encourage the State Department of Transportation to complete two projects: realign Highway 32 from Interstate 5 to Sixth Street and widen Highway 32 east of Papst Avenue and improve alignment at intersections.
8. On arterials and major collectors, individual residences in new subdivisions shall not have direct access but shall be served by internal street systems. Also, commercial and industrial development shall only have limited access, one driveway every 100 feet. Where existing land divisions have been created but development has not yet occurred, the use of common driveways may be required as a condition for obtaining an encroachment onto a City dedicated road.
9. Additional right-of-way on the east side of Papst Avenue, 400 feet south of Bryant Street, and at Papst and Highway 32, will be acquired for City Standard road widths. At Papst and Yolo Streets, right of way will be aquired and intersection will be re-aligned to improve the north/south curve.
10. The City shall continue to support the continuation and coordination of transportation programs provided by social service agencies, particularly those serving the elderly, physically disabled, and mentally retarded.
11. Residential developments should, to the degree feasible, provide circulation for pedestrians and bicyclists, particularly in planned developments or clustered housing projects.
12. Residential development will not be allowed within 75 feet of the right of way line of an arterial or major collector with

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a projected Community Noise Equivalent Level (CNEL) of 65 decibels or higher. Any residential development should be designed to minimize the noise impact received from traffic.

Distances may be reduced to the required zoning set-back if there are natural or man-made barriers, such as sound walls or if the project proponent can prove through a noise study that future development impacting the particular road will not exceed the noise threshold.

13. Maintain and enforce designated truck routes. Amend current City ordinance to include all designated truck routes in this amendment.
14. Support the use of the fairgrounds parking lot for car pool parking.
15. Install traffic control devices at all intersections as needed for public health and safety. Signalization shall be considered at the following intersections: South and Sixth Streets; Date and Sixth Streets; and Papst and Walker Streets.
16. Realign intersection of Papst and Yolo Streets.
17. Complete road connections at Papst & Road 13 and M 1/2 & Road 13 and Eighth Street & Almond Way and Rennat & Almond Way. Road connections will be required of development north of County Road 13 and north of Almond Way.
18. Complete design standards for development of Robbins Alley and Bonnie Lane.
19. No development in the County will be allowed to be constructed which would conflict with future planned streets or setbacks.
20. Each parcel which is developed within the Planning Area shall provide for street connections to adjacent parcels within the planning area.
21. Proposed streets may vary from the location shown on Diagram 8 provided that they intersect with existing streets and the following circumstances and situations exist:
 - a) There must be circumstances surrounding the applicant's situation, limited to the physical conditions of the property, which are unique in that other property in the area does not have the same conditions. The unique circumstances must cause hardship to the property owner

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to justify the authorization to deviate from the planned road location.

- b) A deviation from this requirement shall not be granted if it will adversely affect the interests of the public or the interests of other residents and property owners within the vicinity of the premises in question.
 - c) A deviation may be authorized when it is also considered as being consistent with the objectives of the Area General Plan.
 - d) The mere existence of a peculiar situation which will result in unnecessary hardship to the applicant does not necessarily require the granting of a deviation.
 - e) The granting of a deviation must not constitute the granting of a "special privilege" inconsistent with the limitations on other nearby properties.
22. Streets should be designed to avoid existing houses to the extent possible.
23. A level of service (LOS) "C" shall be maintained on existing and proposed roads within the Orland Area Planning Area. Development that causes a lowering of the LOS shall contribute its fair share to maintain LOS "C".
24. Access from arterials to adjoining properties shall be limited to one (1) access per 300 feet of street frontage for safety and traffic efficiency.

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NEWPORT AVENUE / SOUTH STREET
SPECIFIC AREA PLAN

ORLAND AREA GENERAL PLAN
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NEWPORT AVENUE/SOUTH STREET AREA PLAN

GENERAL PLAN AMENDMENT

I. INTRODUCTION

The Newport Avenue/South Street Area Plan encompasses approximately 75 acres within which various regulatory, improvement and development actions are proposed. An estimated 62.6 acres lies within the City of Orland and the remaining 12.4 acres are under the jurisdiction of Glenn County. This General Plan Amendment is but one of a series of actions advanced by an Area Plan for the area. The other components include:

- A. Rezoning in order to implement the Land Use portion of the amendment.
- B. Formation of an Assessment District which is currently envisioned to encompass 56.5 acres. The District will finance the construction of the infrastructure necessary for the orderly development of the area.
- C. Annexation of the 12.4 acres located within the County which has frontage along South Street and directly impacts the City of Orland from a land use, circulation, facilities and utilities perspective.

It is recognized that the City does not have adopted Circulation or Public Facilities Elements, therefore, components which are normally addressed within those particular elements will be incorporated into the Land Use Element. This amendment advances Goals, Objectives and Policies which will guide the future development of this area.

II. AREA OVERVIEW

The area is bounded by Interstate 5 along the western boundary, Newport Avenue to the north, 6th and 8th streets to the east, and those parcels which front along South Street to the south. A total of 39 parcels (75 acres), as delineated on the Area Plan Map, are affected by this amendment. Even though three of the parcels are within the County, they will be included in this amendment, even though the City cannot regulate the land usage. It is anticipated that the County will incorporate the amendment as adopted by the City into their General Plan, recognizing the eventual annexation of these lands into the City.

The majority of the lands are undeveloped, or in a state of underdevelopment. The 44 acre area bound by the freeway, Newport Avenue, 8th Street and South Street, except for approximately 6 acres, is the last major predominantly vacant area of land within the city. Unfortunately, there is a lack of appropriate infrastructure and the only mechanism available for its provision is either through subdivision and/or city participation. The City does not currently have any provisions which would require commercially designated lands to offer dedications and/or the development of off-site improvements.

ORLAND AREA GENERAL PLAN LAND USE AND CIRCULATION

Land use planning of the area has not occurred. Private developers have only reviewed their respective holdings and have not given thought to the overall development of the area. Road dedications have been made and abandoned without any review of circulation patterns and traffic safety. The analysis of future road improvements, widenings, and signalization necessary for future orderly development has not been made nor are their provisions for this analysis. This has not been due to lack of desire on behalf of the City, but due to the lack of available funds. As a result of the lack of planning, the area could develop in a fragmented manner resulting in needless future costs which the City and its residents would have to absorb. The goal advanced by this amendment would provide for the future.

GOAL

Development of the Newport Avenue/South Street area shall occur in an orderly planned fashion of future benefit to the City, its residents, and future occupants and users of the area and its facilities.

III. CIRCULATION

Currently there are proposals for the development of 12.18 acres for the Orland Commercial Center. Approximately 120,600 gross square feet of leasable area is proposed. The amount of daily trips that would be generated would be approximately 10,900. Valley Rock Products has conceptually master planned 14.2 acres of their 23.6 acres for commercial use. Development of 100,000 gross square feet of office and retail commercial use is proposed along with a 100 room hotel/motel complex. Approximately 8,050 daily trips would be generated by this development. Residential development, both existing and the maximum which could be developed could generate approximately 1,600 daily trips. This is based upon the ultimate development of 203 units on 21 acres. It is not anticipated that development would occur at this density of 9.6 dwelling units per acre, but for purposes of analysis, the "potential" needs to be reviewed. Cumulatively, the potential exists for up to 20,500 daily trips (2,300 peak hour trips). This does not include the traffic that would be generated by the 26.9 acres south of South Street which would access onto that street. It can only be assumed that the owners of these lands would propose development for commercial use and the balance for residential use. Due to the proximity of these lands to freeway access and that additional commercial development would be unrealistic given the amount already proposed, designation of a portion of these lands for industrial use within a planned park environment would be an appropriate use. Regardless of the eventual use, South Street would function as a major arterial based upon the uses currently proposed to the north.

ORLAND AREA GENERAL PLAN LAND USE AND CIRCULATION

South Street meets all the criteria for such a designation. A major arterial is defined as "providing connections between links in the highway network and connects major destinations within the highway network. Major community facilities such as community-retail centers, industrial parks, office and business parks, and educational facilities should be located in close proximity to arterials. Access from arterials to adjoining properties should be limited for safety and traffic efficiency. Curbside parking should be prohibited where feasible. Average daily trips (ADT) on an arterial can range from 3,000 ADT in rural areas to 36,000 ADT in urban areas. For the purpose of Section 66484 of the Subdivision Map Act, an arterial shall be considered a major thoroughfare".

The amount of traffic which can be carried on streets is dependent on many factors, such as width of the street, the presence or absence of parking parallel to the street, the character of abutting land uses, the number and existence of intersections, and the volume of buses and trucks using the street. Usually, the most limiting factor in the amount of traffic a street can carry is a result of "side friction" which is dependent on the number of driveways, intersections, existence of on-street parking and the relative number of vehicles involved in each. Most intersections involve some form of traffic control device which essentially causes them to act as valves in the traffic flow, as such they tend to control the flow of traffic.

The Area Plan proposes the connection of Cortina Drive north of Newport Avenue to South Street. The alignment selected provides for a distance of 600 feet from the freeway ramp to the west and a distance of 570 feet from the intersection at 8th Street. Cortina Drive would eventually extend south of South Street thereby creating a four way intersection. This intersection would eventually be signalized.

"Side friction" will be minimized by not permitting driveways onto South Street unless the driveways are right turn only from the various parcels and will be at a minimum distance of 200 feet from each other. On-street parking will be prohibited along South Street between the freeway and 6th Street.

The following objectives and policies are proposed in order to guide the development of a circulation pattern throughout the area.

OBJECTIVE

A land use pattern will be developed which directs the expenditure of funds for road construction and maintenance to an appropriate level consistent with public safety, adequate circulation, and the efficient use of funds.

POLICIES

- A. South Street shall be designated as a Major Arterial with appropriate improvements to include widening, limitation of driveways, not permitting any new driveways within 200 feet of the freeway ramp for traffic safety purposes, not permitting on-street parking between the freeway ramp and 6th Street, and providing sidewalks on both sides of the street, when traffic volumes require such actions.
- B. Cortina Drive will be extended from Newport Avenue to County Road 20. Signalization will be provided, when warrants are met, at the intersection of Cortina Drive and South Street, a minimum of 600 feet from the freeway ramp. The intersection shall be aligned at 90 degree angles to the north and south of South Street, a minimum of 200 feet in each direction.
- C. Internal circulation within parcels in the area shall be developed in a comprehensive manner providing for east-west movement to 8th and 6th Streets.
- D. A funding mechanism for improvements delineated in Policies A, B and C shall be developed and adopted. These may include the formation of an assessment district, entering into deferral agreements, or direct developer funding of the improvements. Distribution of costs for improvements shall be done in a fair and equitable manner.

IV. PUBLIC FACILITIES AND UTILITIES

Currently, storm drainage, water and sanitary facilities are located in Newport Avenue extending from 8th Street to 150 feet west of the existing Cortina Drive. South Street also contains these facilities to a degree.

In order to implement the Area Plan, facilities will need to be extended in Newport Avenue. Facilities will need to be installed in the Cortina Drive extension to South Street, and possibly upgraded in South Street. Facilities should be sized properly in order to serve development south of South Street.

In order to assist law enforcement agencies, the City may wish to investigate the possibility of requiring "defensible space" design techniques to be incorporated into site and building design. Some techniques involve doorway visibility, adequate night lighting, visible addressing, door, window and lock standards. While not advanced as a required policy, its review is merited.

In regards to fire protection, all development should be reviewed by the fire department in order to assure safe and unobstructed access and access for fire fighting equipment. Water supply and flows shall meet I.S.O. guidelines.

OBJECTIVE

Provide for a full range of public facilities and utilities necessary to serve the future development, its residents and users.

**ORLAND AREA GENERAL PLAN
LAND USE AND CIRCULATION**

POLICIES

- A. Sewage disposal, storm drainage, water supply, adequate fire and police protection shall be developed in a comprehensive manner for the area.
- B. A master plan for the development and funding of necessary services and utilities shall be developed and adopted. Funding can be through the formation of an assessment district, entering into deferral agreements, or direct developer funding of improvements. Distribution of costs for improvements shall be done in a fair and equitable manner.
- C. Prior to the issuance of building permits, police and fire agencies shall review site plans, building plans and specifications in order to assure safety for future occupants. The City should investigate a minimal fee to off-set review costs.

V. LAND USE

Based upon review of: traffic generation and circulation in the area; existing and proposed uses; direct access to the freeway; existing and future facilities and services; adjustment and General Plan redesignation of parcels within the area is appropriate.

It is imperative that, due to the high degree of intensity and density of the proposed uses for the area, development not be allowed to proceed until assurances are made that the area develops with proper infrastructure and quality design. Utilization of metal structures should be discouraged. Landscaping should be of sufficient quantity and quality to provide immediate visual quality. Signing should be unobtrusive and of a proportionate scale.

OBJECTIVE

New development shall provide for the level of services consistent with well planned development patterns and densities.

POLICIES

- A. Develop commercial uses at such time that adequate provision of necessary services and facilities has been, or will be provided.
- B. Locate residential uses in areas where impacts from adjacent commercial and/or industrial uses are minimized from a visual and/or sound perspective.
- C. Encourage the annexation to the City parcels fronting South Street.
- D. Provide for the development of industrial uses within a park environment in the area south of South Street.

**ORLAND AREA GENERAL PLAN
LAND USE AND CIRCULATION**

E. Commence with the rezoning of lands to a Planned Development designation consistent with the General Plan Amendment.

F. Provide for landscaping of areas within setbacks which average 15 feet along South Street and 10 feet along Cortina Drive.

G. The City may investigate, develop and implement City/developer agreements in the form of binding contracts in order to assure implementation of the objectives and policies provided for in this General Plan Amendment.

SEE DIAGRAM 6 - CITY LAND USE MAP FOR LAND USE DESIGNATION OF
THE NEWPORT AVENUE/ SOUTH STREET SPECIFIC AREA PLAN (page 45)

SEE ALSO SOUTHWEST INFRASTRUCTURE PLAN (separate document)
FOR AREA BOUNDED BY SOUTH STREET, ROAD 18, INTERSTATE 5
AND SIXTH STREET

ORLAND AREA GENERAL PLAN
LAND USE AND CIRCULATION

IMPLEMENTATION
AMENDMENTS
and
ENVIRONMENTAL REVIEW
DOCUMENTS

ORLAND AREA GENERAL PLAN
LAND USE AND CIRCULATION

V. IMPLEMENTATION, AMENDMENTS and ENVIRONMENTAL REVIEW DOCUMENTS

In 1985 the City of Orland amended the Land Use and Circulation Elements of their General Plan. This was adopted by City Council Ordinance 85-8.

In April of 1991 the City and the County jointly adopted the Orland Area Plan. The Plan expanded the 1985 Land Use and Circulation Elements to include land outside the City limits. Coordination and cooperation regarding future development in the planning area for both the City and County was the principal purpose of the Plan. To effectively implement the Plan, the City and the County must cooperate with each other by adhering to the Goals, Policies and Objectives of the Plan. Development proposals which are inconsistent with it's Goals, Policies and Objectives shall not be granted until both the City and County approve a Plan Amendment. This Plan was adopted by City Council Resolution 91-04 and Board of Supervisors Resolution 91-56.

In January 1993, the Orland City Council amended the Land Use and Circulation Elements of the Plan. The Land Use Element was modified to incorporate the City planning subareas from the 1985 Element and add additional data and information. The Circulation Element was amended to incorporate the components of the 1985 Circulation Element not incorporated or revised by the 1991 Plan. This included an updated description of the existing circulation system and circulation related goals, objectives and policies. The Amendments did not change the 1991 goals, policies or land use patterns. These amendments were adopted by City Council Resolution 93-04.

In February 1994, the Orland City Council amended the Land Use Element of the Plan. This amendment changed 78.6 acres, located in City Area 14, from M-H to R-E-A with a 5 acre minimum parcel size. The amendment required dedication of a 60' right-of-way on the affected properties south property line. The area can be located on Diagram 2 (page 9). The amendment was adopted by City Council Resolution 94-04.

1 CITY OF ORLAND
2 STATE OF CALIFORNIA
3 RESOLUTION NO. 94-04

4 * * *

5 RESOLUTION MAKING DETERMINATIONS, REASONS AND
6 FINDINGS AMENDING THE LAND USE ELEMENT
OF THE CITY OF ORLAND GENERAL PLAN

7 * * *

8 WHEREAS, public hearings were held on the Amendment to the
9 Land Use Element of the City of Orland General Plan as
recommended by the Planning Commission; and

10 WHEREAS, pursuant to Section 65090 of the Government Code,
11 notice of a hearing before this Council was given by one
publication in a newspaper of general circulation in the City
12 of Orland; and

13 WHEREAS, the City Council after considering all the evidence,
14 both written and oral, presented at said public hearing, did
find that there was sufficient information to enable it to
make a decision.

15 NOW, THEREFORE, BE IT RESOLVED by the City Council with the
following finding:

- 16 1. That there has not been presented substantial evidence
17 that the adoption of the Amendments to the Land Use
Element of the City of Orland General Plan may cause a
18 significant adverse impact on the environment.
Therefore, a Negative Declaration has been prepared and
19 is hereby adopted.

20 and with the following reasons:

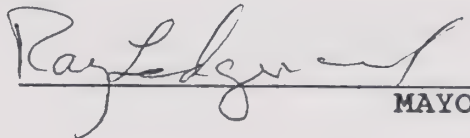
- 21 1. That the amendment to the Land Use Element of the City of
Orland General Plan are consistent with the other adopted
22 elements of the City of Orland General Plan.
- 23 2. That the proposed amendment to the Land Use Element of
the City of Orland General Plan will provide a benefit to
24 the City of Orland by providing for a coordinated plan of
development for the area within and around the City of
25 Orland.

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BE IT FURTHER RESOLVED that the City Council orders that the City of Orland General Plan is hereby AMENDED as set forth in Exhibit "A" attached hereto and made a part hereof.

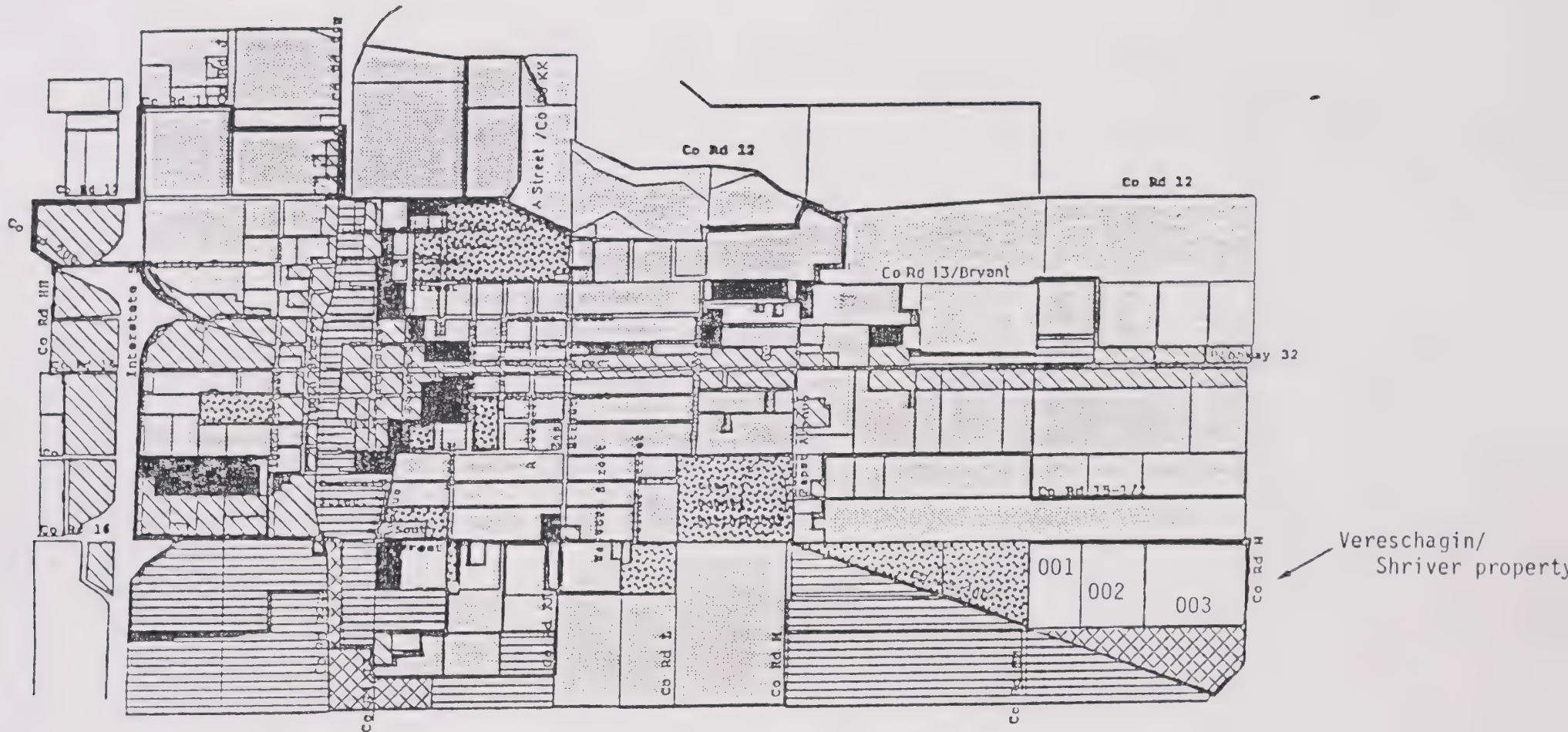
This Resolution was adopted by the City Council of the City of Orland at a regular meeting thereof on February 28, 1994 by the following vote:

AYES: Councilmembers Royce, Sinclair, Temple, Gee, Ledgerwood
NOES: None
ABSTAIN: None
ABSENT: None


MAYOR

ATTEST:


CITY CLERK



GENERAL PLAN AMENDMENT - John Michael Vereschagin et al and Benjamin L Shriver
Property located 1/3 mile north of County Road 200, east frontage
on County Road N.

General Plan amendment from M-H to R-E with 5 acre minimum parcel size
size.

AP#046-250-001 (20 acres) Shriver

AP#046-250-002 (20 acres) Vereschagin, et al

AP#046-250-003 (38.6 acres) Vereschagin, et al

SCALE: 1 INCH = 2300 FEET

1 CITY OF ORLAND
2 COUNTY OF GLENN, STATE OF CALIFORNIA

3 RESOLUTION NO. 93-04

4 * * *

5
6 RESOLUTION MAKING DETERMINATIONS, REASONS AND
7 FINDINGS AMENDING THE LAND USE AND CIRCULATION ELEMENTS
8 OF THE CITY OF ORLAND GENERAL PLAN

9 * * *

10 WHEREAS, public hearings were held on the Amendments to the Land Use and
11 Circulation Elements of the City of Orland General Plan as recommended by the
Planning Commission; and

12 WHEREAS, pursuant to Section 65090 of the Government Code, notice of a hearing
13 before this Council was given by one publication in a newspaper of general
circulation in the City of Orland; and

14 WHEREAS, the City Council after considering all the evidence, both written and
15 oral, presented at said public hearing, did find that there was sufficient information
to enable it to make a decision.

16 NOW, THEREFORE, BE IT RESOLVED by the City Council with the following
17 finding:

- 18 1. That there has not been presented substantial evidence that the adoption of
19 the Amendments to the Land Use and Circulation Elements of the City of
Orland General Plan may cause a significant adverse impact on the
20 environment. Therefore, a Negative Declaration has been prepared and is
hereby adopted.

21 and with the following reasons:

- 22 1. That the amendments to the Land Use and Circulation Elements of the City
of Orland General Plan are consistent with the other adopted elements of the
City of Orland General Plan.
- 23 2. That the proposed amendments to the Land Use and Circulation Elements
24 of the City of Orland General Plan will provide a benefit to the City of
Orland by providing for a coordinated plan of development for the area
25 within and around the City of Orland.
- 26
27
28

NOTICE OF PUBLIC HEARING

and

NOTICE OF INTENT TO ADOPT A NEGATIVE DECLARATION

NOTICE IS HEREBY GIVEN that public hearings will be held before the Orland Planning Commission and the Orland City Council, pursuant to Section 65350 et seq. of the Government Code, to consider amending the Orland General Plan by taking the following actions:

Adoption of an Updated Housing Element: The purpose of the Housing Element is to direct residential development consistent with the social and economic values of the City of Orland, as well as with the State's goal of providing adequate housing to all residents of California, for the five year period 1992-1997. The Housing Element will contain goals, policies, programs and objectives which support and implement the maintenance, improvement and development of housing within Orland.

Amendment to the Land Use Element: The proposed amendment will modify the text of the 1991 Orland Area General Plan to incorporate the City planning subareas from the 1985 Element and additional data and information necessary to update the Plan. No changes to adopted goals, policies or land use patterns are proposed as part of this amendment.

Amendment to the Circulation Element: The proposed amendment will incorporate the components of the 1985 *Circulation Element* not incorporated or revised by the 1991 Orland Area Plan. Generally this amendment includes the incorporation of an updated description of the existing circulation system which includes highways and streets definitions, descriptions and designations, and an updated description of public transportation, airport facilities, and pipe and transmission lines; and the incorporation of circulation-related goals, objectives and policies.

The above-referenced public hearings will be held at Carnegie Center, 912 Third Street, Orland, California on the following dates:

Planning Commission: Thursday, January 21, 1993 at 7:30 p.m.

City Council: Monday, January 25, 1993 at 8:00 p.m.

All interested parties are invited to attend and give testimony.

A **Negative Declaration** has been prepared for the project, indicating that the proposal will not have a significant effect on the environment. The Negative Declaration is subject to a thirty-day review period, beginning December 18, 1992. Information contained in this environmental document will be considered during the public hearings.

The Negative Declaration, Housing Element, and Land Use and Circulation Elements amendments are available for review at the Orland City Hall, 815 4th Street, Orland, CA 95963. Comments on these documents may be submitted in writing prior to public hearings or orally at the public hearings. Further information may be obtained from the City Clerk by calling (916) 865-4741.

NEGATIVE DECLARATION

DESCRIPTION OF PROJECT:

PROPOSAL: Adoption of an updated Housing Element and amendment to the Land Use and Circulation Elements of the Orland General Plan.

LOCATION: The project area includes 1,270 acres within the city limits of Orland and 1,099 acres of unincorporated land surrounding the city.

PROJECT FACTS: Refer to the Initial Study for: (a) project facts, plans and policies; (b) discussion of environmental effects; and (c) determination of significant effect.

ATTACHMENTS:

Initial Study
Maps
Proposed Amendments

DECLARATION OF NO SIGNIFICANT EFFECT:

This project will not have a significant effect on the environment for the following reasons:

- (a) The project does not have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory.
- (b) The project does not have the potential to achieve short-term environmental goals to the disadvantage of long-term environmental goals.
- (c) The project does not have environmental effects which are individually limited but cumulatively considerable. Cumulatively considerable means that the incremental effects of an individual project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.
- (d) The environmental effects of the project will not cause substantial adverse effects on human beings, either directly or indirectly.

This Negative Declaration has been prepared by QUAD Consultants for the City of Orland in accordance with the California Environmental Quality Act of 1970, as amended. A copy may be obtained from the City of Orland City Clerk during normal business hours.

APPROVED
CITY OF ORLAND
ENVIRONMENTAL ASSESSMENT OFFICER

BY: A. V. Calomico

DATE APPROVED: Dec. 17, 1992

REVIEW PERIOD: 30 DAYS

INITIAL STUDY

CITY OF ORLAND GENERAL PLAN UPDATE AND AMENDMENT

PROJECT DESCRIPTION

The proposed project consists of three components: updating the *Housing Element*, amending the *Land Use Element*, and amending the *Circulation Element* of the City of Orland's *General Plan*. The City's *Housing Element* was adopted in 1984 and amended in 1990 to extend its time frame to 1992. As required by State law, the *Housing Element* must be updated every five years. The *Land Use* and *Circulation Elements* were amended in April, 1991 by the adoption of the *Orland Area General Plan*.

The purpose of the *Housing Element* update is to direct residential development consistent with the social and economic values of the City of Orland, as well as with the State's goal of providing adequate housing to all residents of California, for the five-year period, 1992-1997. The *Housing Element* will contain goals, policies, programs and objectives which support and implement the maintenance, improvement and development of housing within Orland.

The proposed amendment to the *Land Use Element* will modify the text of the 1991 Area Plan to include a description of planning subareas within the city limits and additional data and information necessary to update and/or correct the existing text. In some cases, this information was included in the 1985 Element but not the 1991 Plan. Reformatting of the document is proposed as necessary to incorporate the changes. No changes to adopted goals, policies or land use patterns are proposed as part of this amendment. The complete amendment text is attached to this Initial Study and incorporated herein by reference. A summary of the proposed amendment is as follows:

- Add the City subareas to the Land Use Diagram
- Add a list of the 21 planning subareas within the City
- Add descriptions of each of the planning subareas
- Add a contact from the Department of Water Resources under Section 7.a Flood Hazards for further information on flooding within the project area
- Add the City land use and correct the residential density designations on the Land Use Diagram
- Update the zoning and prezoning diagram to include correct information

- Add definitions and criteria for medium and high intensity residential development
- Add specific landscaping criteria from the 1985 General Plan to the Residential and Commercial designation descriptions
- Add a list of areas within the city designation Planned Development

The 1991 *Orland Area Plan* incorporated and/or revised all the components of the 1985 *Circulation Element* with a few exceptions. The proposed amendment to the *Circulation Element* will incorporate this information not previously included or revised. The complete amendment text is attached to this Initial Study and incorporated herein by reference. The proposed amendment can be summarized as follows:

- Include an updated description of the existing circulation system which includes highways and streets definitions, descriptions and designations, and an updated description of public transportation, airport facilities and pipe and transmission lines
- Incorporate circulation-related goals, objectives and policies

The following streets and highways are designated by this amendment as comprising the City's Arterial system, Major Collector system, Minor Collector system, and truck route:

Arterials: Interstate Highway 5
Highway 32
Sixth Street
South Street (I-5 to Sixth Street)

Major Collectors: South Street (Sixth Street to Papst Avenue)
Road 200 (Papst Avenue to Road N)
Road 18* (Cortina Drive to Road 200)
Cortina Drive* (Newport Street to Road 18)
Papst Avenue (Highway 32 to South Street)
Road MM (Highway 32 to Road 18)
Road N (Highway 32 to Road 200)
Road 16 (West of I-5)

*proposed

Minor Collectors: Date Street and extension (Olive Street to Road N)
Bryant Street (Papst Avenue to Road MM)
Road 17 (East Street to Road 200)
Road HH (Road 16 to Road 200)
East Street (Date Street to Road 18)

Papst Avenue (Highway 32 to Date Street)
Road M-1/2 (Bryant Street to Date Street)
Road MM (Highway 32 to County Road 18)
Road N (Highway 32 to Date Street)
Tehama Street (Highway 32 to East Street)
Hillsan Street (Papst Avenue to Road N)
Railroad Avenue (South Street to Yolo Street)
Yolo Street (Railroad Avenue to East Street)
Fourth Street (Yolo Street to Highway 32)
Cortina Drive/Porter Lane (Newport Avenue to Walker Street)

Truck Routes: State Route 32 as existing within the city limits
County Road 99 (Sixth Street)
County Road 16 (South Street) between Interstate 5
and the eastern boundary of Railroad Avenue
Railroad Avenue South Street to Road 18
Papst Avenue to Highway 32 to South Street
County Road 200 east of County Road M

The proposed amendment to the *Circulation Element* adds the following goals, objectives and policies to the *1991 Orland Area General Plan*.

Goals:

1. Provide and maintain a circulation system which permits the safe and efficient movement of people and goods throughout the City and Orland Service Area.
2. Maintain and improve, where possible, environmental quality in the design of the circulation system and alternate forms of transportation.
3. Develop a public transportation system that ensures the mobility needs of City residents are met in the most economically efficient manner.

Objectives:

1. Develop a system of high-standard local, collector and arterial roads to reduce travel time and improve traffic safety in the City and Orland Service Area.

2. Formulate and adopt circulation design and improvement standards that:

Require a level of service consistent with the demands generated by proposed development, public safety, and the efficient use of public and private resources;

Are uniformly applied in the Orland Planning Area;

Address all modes of transportation; and

Will not result in substantial deterioration of air quality.

3. Provide, where feasible, transportation alternatives to the automobile.
4. Encourage car pooling and energy conserving transportation.

Policies:

1. All proposed land divisions shall be legally accessible by an improved public street.
2. To insure emergency access and response, new developments in the City and Planning Area will require circulation improvements that provide a second means of access for police, fire and medical vehicles. The City and County will coordinate street naming and addressing to assure prompt emergency response.
3. All streets, roads and easements within the City and Orland Planning Area shall be offered for dedication to the City and all improvements and rights-of-way shall be developed to City standards.
4. Establish an inventory of City roads which will determine priorities for meeting circulation and transportation needs.
5. For commercial and industrial uses, improve access to road and rail service in a cost-effective manner to facilitate their economic development.
6. Increase safe bike routes, secure bike parking facilities and pedestrian walkways within the City and Orland Planning Area.

7. Encourage the State Department of Transportation to complete two projects: realign Highway 32 from Interstate 5 to Sixth Street and widen Highway 32 east of Papst Avenue and improve alignment at intersections.
8. On arterials and major collectors, individual residences in new subdivisions shall not have direct access but shall be served by internal street systems. Also, commercial and industrial development shall only have limited access, one driveway every 100 feet. Where existing land divisions have been created but development has not yet occurred, the use of common driveways may be required as a condition for obtaining an encroachment onto a City dedicated road.
9. Additional right-of-way on the east side of Papst Avenue, 400 feet south of Bryant Street, is required for City standard road width.
10. The City shall continue to support the continuation and coordination of transportation programs provided by social service agencies, particularly those serving the elderly, physically disabled, and mentally retarded.
11. Residential developments should, to the degree feasible, provide circulation for pedestrians and bicyclists, particularly in planned developments or clustered housing projects.
12. Residential development will not be allowed within 75 feet of the right-of-way line of an arterial or major collector with a projected Community Noise Equivalent Level (CNEL) of 65 decibels or higher. Any residential development should be designed to minimize the noise impact received from traffic.

Distances may be reduced to the required zoning set-back if there are natural or man-made barriers, such as sound walls or if the project proponent can prove through a noise study that future development impacting the particular road will not exceed the noise threshold.
13. Maintain and enforce designated truck routes.
14. Support the use of the fairgrounds parking lot for car pool parking.

15. Install traffic control devices at all intersections as needed for public health and safety. Signalization shall be considered at the following intersections: South and Sixth Streets; Date and Sixth Streets; and Papst and Walker Streets.
16. Realign intersection of Papst and Yolo Streets.
17. Complete road connection at Papst Street and County Road 13, 8th Street and Almond Way, Renet and Almond Way.
18. Complete design standards for development of Robins Alley and Bonnie Lane.

The above described goals, objectives and policies are incorporated from the 1985 *Circulation Element* with the exception of policies 7, 8, 9, 13, 14, 15, 16, 17 and 18 which are new and/or revised.

The proposed amendment will also include a diagram of Designated Truck Routes and diagrams of Typical Street Sections for street rights-of-way and improvements.

LOCATION/ENVIRONMENTAL SETTING

The City of Orland is located in northern Glenn County, within the Sacramento Valley (see Figure 1). The planning area includes approximately 1,099 acres of unincorporated land surrounding the city's 1,270 acres. The planning area has been divided into subareas as shown on the attached diagram (Figure 2). With the exception of two areas, one within the city limits and one under County jurisdiction, the planning area lies east of Interstate 5. It is anticipated that land within the planning area will be adequate to meet the expected growth of the City throughout the planning period of ten to fifteen years and that services will be available to accommodate potential development.

COMPATIBILITY WITH EXISTING ZONING AND PLANS

The *Orland Area General Plan* was adopted by both the City of Orland and Glenn County in April, 1991 in a joint effort to establish policies and provide guidance for growth and development of land adjacent to the City of Orland.

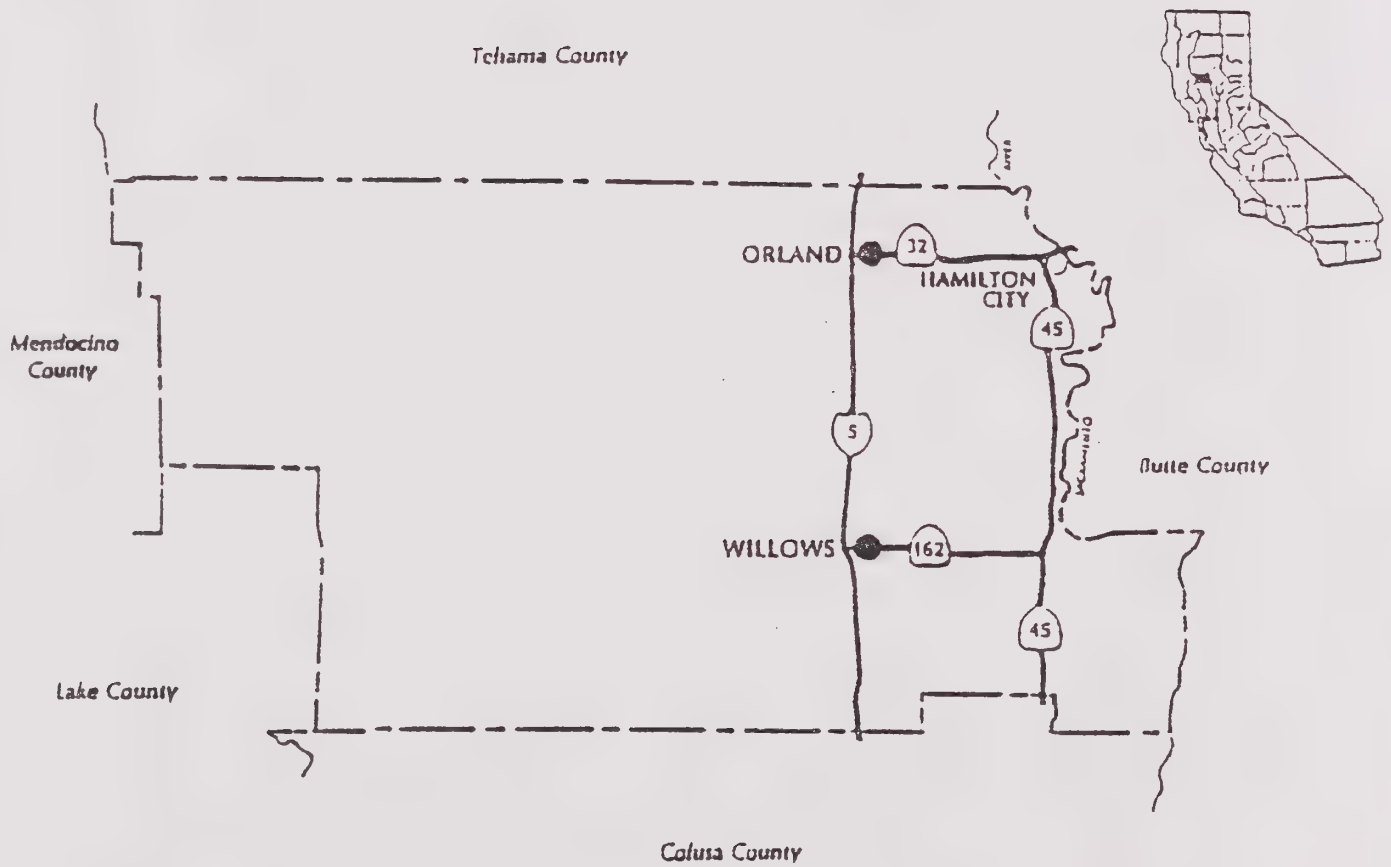
As required by Section 65588 of the Government Code, the City of Orland has reviewed its 1984 *Housing Element* and evaluated the appropriateness of its housing goals, objectives, and policies in contributing to the attainment of the State and City's housing goals and objectives and to evaluate the progress by the City of the implementation of the *Housing Element*. The *Housing Element Update* reflects the

results of this review and will comply with the housing requirements of both the State and the Tri-County Planning Council and will be internally consistent with the other elements of the *General Plan*.

PREPARATION OF THE INITIAL STUDY

This initial study was prepared in conformance with Section 15063 of the State CEQA Guidelines for the City of Orland by QUAD Consultants, 2530 J Street, Suite 302, Sacramento, CA 95816.

GLENN COUNTY



Source: City of Orland Land Use Element
Amendment, 1992

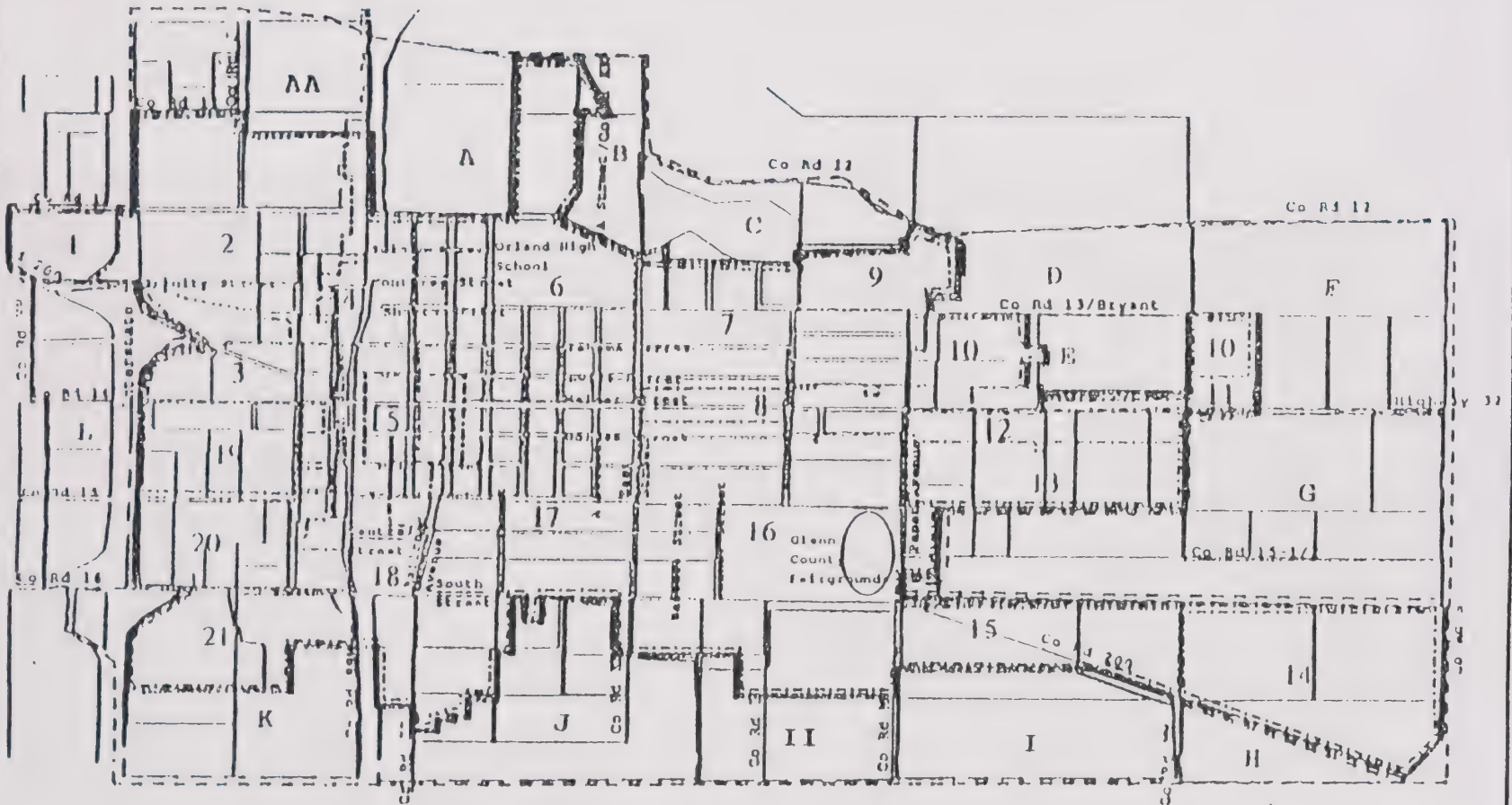


Diagram 2
Planning Subareas

A County Planning Subarea I City of Orland Planning Subarea

— County Subarea Boundary - - - - City of Orland Subarea Boundary

- - - - Planning Area Boundary ——— Orland City Limits

SCALE: 1 INCH = 2000 FEET

Revised July 31, 1992 to include City Subareas

CITY OF ORLAND

APPENDIX I

ENVIRONMENTAL CHECKLIST FORM

I. BACKGROUND

1. Name of Proponent City of Orland
2. Address and Phone Number of Proponent:
815 4th Street
Orland, CA 95963
(916) 865-4741
3. Date of Checklist Submitted December 11, 1992
4. Agency Requiring Checklist City of Orland
5. Name of Proposal, if applicable Amendment to the General Plan:
Housing Element Update and revisions to the Land Use and Circulation Element

II. ENVIRONMENTAL IMPACTS

(Explanations of all "yes" and "maybe" answers are required on attached sheets.)

	<u>YES</u>	<u>MAYBE</u>	<u>NO</u>
1. <u>Earth.</u> Will the proposal result in:			
a. Unstable earth conditions or in changes in geologic substructures?	___	___	<u>x</u>
b. Disruptions, displacements, compaction or overcovering of the soil?	___	<u>x</u>	___
c. Change in topography or ground surface relief features?	___	___	<u>x</u>
d. The destruction, covering or modification of any unique geologic or physical features?	___	___	<u>x</u>
e. Any increase in wind or water erosion of soils, either on or off the site?	___	___	<u>x</u>
f. Changes in deposition or erosion of beach sands, or changes in siltation, deposition or erosion which may modify the channel of a river or stream or the bed of the ocean or any bay, inlet or lake?	___	___	<u>x</u>

	<u>YES</u>	<u>MAYBE</u>	<u>NO</u>
g. Exposure of people or property to geologic hazards such as earthquakes, landslides, mudslides, ground failure, or similar hazards?	_____	_____	<u> X </u>
2. <u>Air.</u> Will the proposal result in:			
a. Substantial air emissions or deterioration of ambient air quality?	_____	_____	<u> X </u>
b. The creation of objectionable odors?	_____	_____	<u> X </u>
c. Alteration of air movement, moisture or temperature, or any change in climate, either locally or regionally?	_____	_____	<u> X </u>
3. <u>Water.</u> Will the proposal result in:			
a. Changes in currents, or the course or direction of water movements, in either marine or fresh waters?	_____	_____	<u> X </u>
b. Changes in absorption rates, drainage patterns, or the rate and amount of surface water runoff?	_____	<u> X </u>	_____
c. Alterations to the course or flow of flood waters?	_____	_____	<u> X </u>
d. Change in the amount of surface water in any water body?	_____	_____	<u> X </u>
e. Discharge into surface waters, or in any alteration of surface water quality, including but not limited to temperature, dissolved oxygen or turbidity?	_____	_____	<u> X </u>
f. Alteration of the direction or rate of flow of ground waters?	_____	_____	<u> X </u>
g. Change in the quantity of ground waters, either through direct additions or withdrawals, or through interception of an aquifer by cuts or excavations?	_____	_____	<u> X </u>

	<u>YES</u>	<u>MAYBE</u>	<u>NO</u>
h. Substantial reduction in the amount of water otherwise available for public water supplies?	_____	_____	<u>X</u>
i. Exposure of people or property to water related hazards such as flooding or tidal waves?	_____	_____	<u>X</u>
4. <u>Plant Life.</u> Will the proposal result in:			
a. Change in the diversity of species, or number of any species of plants (including trees, shrubs, grass, crops, and aquatic plants)?	_____	_____	<u>X</u>
b. Reduction of the numbers of any unique, rare or endangered species of plants?	_____	_____	<u>X</u>
c. Introduction of new species of plants into an area, or in a barrier to the normal replenishment of existing species?	_____	_____	<u>X</u>
d. Reduction in acreage of any agricultural crop?	_____	_____	<u>X</u>
5. <u>Animal Life.</u> Will the proposal result in:			
a. Change in the diversity of species, or numbers of any species of animals (birds, land animals including reptiles, fish and shellfish, benthic organisms, or insects?	_____	_____	<u>X</u>
b. Reduction of the numbers of any unique, rare or endangered species of animals?	_____	_____	<u>X</u>
c. Introduction of new species of animals into an area, or result in a barrier to the migration or movement of animals?	_____	_____	<u>X</u>
d. Deterioration to existing fish or wildlife habitat?	_____	_____	<u>X</u>

	<u>YES</u>	<u>MAYBE</u>	<u>NO</u>
6. <u>Noise.</u> Will the proposal result in:			
a. Increases in existing noise levels?	_____	_____	<u> x </u>
b. Exposure of people to severe noise levels?	_____	_____	<u> x </u>
7. <u>Light and Glare.</u> Will the proposal produce new light or glare?	_____	_____	<u> x </u>
8. <u>Land Use.</u> Will the proposal result in a substantial alteration of the present or planned land use of an area?	_____	_____	<u> x </u>
9. <u>Natural Resources.</u> Will the proposal result in:			
a. Increase in the rate of use of any natural resources?	_____	_____	<u> x </u>
b. Substantial depletion of any nonrenewable natural resource?	_____	_____	<u> x </u>
10. <u>Risk of Upset.</u> Does the proposal involve a risk of an explosion or the release of hazardous substances (including, but not limited to, oil, pesticides, chemicals or radiation) in the event of an accident or upset conditions?	_____	_____	<u> x </u>
11. <u>Population.</u> Will the proposal alter the location, distribution, density, or growth rate of the human population of an area?	_____	_____	<u> x </u>
12. <u>Housing.</u> Will the proposal affect existing housing, or create a demand for additional housing?	_____	<u> x </u>	_____
13. <u>Transportation/Circulation.</u> Will the proposal result in:			
a. Generation of substantial additional vehicular movement?	_____	_____	<u> x </u>

	<u>YES</u>	<u>MAYBE</u>	<u>NO</u>
b. Effects on existing parking facilities, or demand for new parking?	_____	_____	<u>X</u>
c. Substantial impact upon existing transportation systems?	_____	_____	<u>X</u>
d. Alterations to present patterns of circulation or movement of people and/or goods?	_____	<u>X</u>	_____
e. Alterations to waterborne, rail or air traffic?	_____	_____	<u>X</u>
f. Increase in traffic hazards to motor vehicles, bicyclists or pedestrians?	_____	<u>X</u>	_____
14. <u>Public Services.</u> Will the proposal have an effect upon, or result in a need for new or altered governmental services in any of the following areas:			
a. Fire protection?	_____	_____	<u>X</u>
b. Police protection?	_____	_____	<u>X</u>
c. Schools?	_____	_____	<u>X</u>
d. Parks or other recreational facilities?	_____	_____	<u>X</u>
e. Maintenance of public facilities, including roads?	_____	<u>X</u>	_____
f. Other governmental services?	_____	_____	<u>X</u>
15. <u>Energy.</u> Will the proposal result in:			
a. Use of substantial amounts of fuel or energy?	_____	_____	<u>X</u>
b. Substantial increase in demand upon existing sources of energy, or require the development of new sources of energy?	_____	_____	<u>X</u>

	<u>YES</u>	<u>MAYBE</u>	<u>NO</u>
16. <u>Utilities.</u> Will the proposal result in a need for new systems, or substantial alterations to the following utilities:			
a. Power or natural gas?	_____	_____	_____X
b. Communications systems?	_____	_____	_____X
c. Water?	_____	_____	_____X
d. Sewer or septic tanks?	_____	_____	_____X
e. Storm water drainage?	_____	_____	_____X
f. Solid waste and disposal?	_____	_____	_____X
17. <u>Human Health.</u> Will the proposal result in:			
a. Creation of any health hazard or potential health hazard (excluding mental health)?	_____	_____	_____X
b. Exposure of people to potential health hazards?	_____	_____	_____X
18. <u>Aesthetics.</u> Will the proposal result in the obstruction of any scenic vista or view open to the public, or will the proposal result in the creation of an aesthetically offensive site open to public view?	_____	_____	_____X
19. <u>Recreation.</u> Will the proposal result in an impact upon the quality or quantity of existing recreational opportunities?	_____	_____	_____X
20. <u>Archeological/Historical.</u> Will the proposal result in an alteration of a significant archeological or historical site, structure, object or building?	_____	_____	_____X

YES MAYBE NO

21. Mandatory Findings of Significance.

a. Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?

_____ _____ X

b. Does the project have the potential to achieve short-term, to the disadvantage of long-term, environmental goals? (A short-term impact on the environment is one which occurs in a relatively brief, definitive period of time while long-term impacts will endure well into the future.)

_____ _____ X

c. Does the project have impacts which are individually limited, but cumulatively considerable? (A project may impact on two or more separate resources where the impact on each resource is relatively small, but where the effect of the total of those impacts on the environment is significant.)

_____ _____ X

d. Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?

_____ _____ X

III. DISCUSSION OF ENVIRONMENTAL EVALUATION

See Page I-7a

III. DISCUSSION OF ENVIRONMENTAL EVALUATION

HOUSING ELEMENT UPDATE: The main purpose of the Housing Element is to identify local housing needs and address these needs through the adoption of goals, policies and programs that increase the diversity of housing types and opportunities as growth and development occur in the city. Adoption of the Housing Element will not create a demand for additional housing but may have an effect on the existing housing stock (Impact No. 12). Rehabilitation of the existing housing stock will be promoted and the availability of affordable housing encouraged through the adopted programs. Any impact would, however, be of a positive nature and benefit the local housing conditions. Because the Housing Element does not designate or permit development, its adoption will not result in significant adverse environmental effects.

LAND USE ELEMENT AMENDMENT: The proposed amendment will modify and reformat the adopted element text to bring the 1985 Land Use Element and 1991 Orland Area Plan into conformity. No land use policies or patterns will be changed and subsequent development potential will not change. Because the amendment is non-substantive in nature, adoption of this amendment will not result in significant adverse environmental effects.

CIRCULATION ELEMENT AMENDMENT: The proposed amendment will incorporate information, goals and policies to update the 1991 Area Plan. The majority of the goals and policies were adopted as part of the 1985 Circulation Element and but may be proposed for revision to reflect current conditions. Several goals and policies encourage the construction or realignment of roads and the installation of traffic control devices. The designation of truck routes throughout the planning area is also proposed.

The construction or realignment of roads may result in disruption, displacement, compaction or overcovering of the soil (Impact No. 1.b) due to grading activities, etc., and changes in absorption rates, drainage patterns or surface water runoff (Impact No. 3.b) due to the introduction of impervious surfaces, etc. Because all construction will be undertaken in compliance with city-adopted road design standards, which will include installation of storm drain improvements, these impacts are considered to be less than significant.

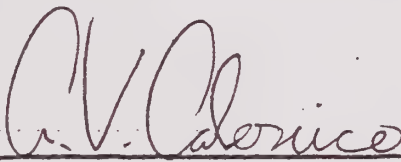
The designation of truck routes may alter present circulation patterns (Impact No. 13.d), however, local deliveries will still be allowed on all streets as necessary and only through truck traffic will be restricted to the designated routes. The potential impact association with the alteration of present circulation patterns is, therefore, considered less than significant. Restricting through truck traffic to specific routes can, however, have a beneficial impact on the local circulation system by reducing or minimizing this type of traffic on local non-commercial streets not constructed for this type of use by reducing road maintenance (Impact No. 14.e) and by increasing traffic safety (Impact No. 13.f). The installation of traffic control devices will also increase traffic safety. These impacts are considered to be less than significant.

IV. DETERMINATION

On the basis of this initial evaluation:

- x I find the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
- I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because the mitigation measures described on an attached sheet have been added to the project. A NEGATIVE DECLARATION WILL BE PREPARED.
- I find the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

Date 12/10/92


(Signature)

Notice of Completion

Appendix F

See NOTE below

Mail to: State Clearinghouse, 1400 Tenth Street, Sacramento, CA 95814 916/445-0613

SCH #

Project Title: Housing Element adoption; amendments to the Orland Area General Plan

Lead Agency: City of Orland Contact Person: Pat McConor

Street Address: 815 4th Street Phone: (916) 865-4741

City: Orland Zip: 95963 Country: Glenn

Project Location

Country: Glenn County City/Nearest Community: Orland

Cross Streets: _____ Total Acres: 2,369 ±

Assessor's Parcel No. various Section: various Twp. 2122 N Range: 23 W Base: N.T.B.

Within 2 Miles: State Hwy #: I-5, Route 32 Waterways: _____

Airports: Orland-Haigh Railways: SPRR Schools: Orland

Document Type

CEQA: ☐ NOP ☐ Supplement/Subsequent ☐ Early Cons ☐ EIR (Prior SCH No.) ☒ Neg Dec ☐ Draft EIR

NEPA: ☐ NOI ☐ EA ☐ Draft EIS ☐ FONSI

Other: ☐ Joint Document ☐ Final Document ☐ Other

Local Action Type

☒ General Plan Update ☐ Specific Plan ☐ Rezone ☐ Annexation
☒ General Plan Amendment ☐ Master Plan ☐ Prezone ☐ Redevelopment
☐ General Plan Element ☐ Planned Unit Development ☐ Use Permit ☐ Coastal Permit
☐ Community Plan ☐ Site Plan ☐ Land Division (Subdivision, Parcel Map, Tract Map, etc.) ☐ Other

Development Type

☒ Residential: Units 396 Acres _____
☐ Office: Sq.ft. _____ Acres _____ Employees _____
☐ Commercial: Sq.ft. _____ Acres _____ Employees _____
☐ Industrial: Sq.ft. _____ Acres _____ Employees _____
☐ Educational _____
☐ Recreational _____

☐ Water Facilities: Type _____ MGD
☒ Transportation: Type road improvement
☐ Mining: Mineral _____
☐ Power: Type _____ Watts _____
☐ Waste Treatment Type _____
☐ Hazardous Waste: Type _____
☐ Other: _____

Project Issues Discussed in Document

☐ Aesthetic/Visual ☐ Flood Plain/Flooding ☐ Schools/Universities ☐ Water Quality
☐ Agricultural Land ☐ Forest Land/Fire Hazard ☐ Septic Systems ☐ Water Supply/Groundwater
☐ Air Quality ☐ Geologic/Seismic ☐ Sewer Capacity ☐ Wetland/Riparian
☐ Archeological/Historical ☐ Minerals ☐ Soil Erosion/Compaction/Grading ☐ Wildlife
☐ Coastal Zone ☐ Noise ☐ Solid Waste ☐ Growth Inducing
☒ Drainage/Absorption ☒ Population/Housing Balance ☐ Toxic/Hazardous ☐ Landuse
☐ Economic/Jois ☒ Public Services/Facilities ☒ Traffic/Circulation ☐ Cumulative Effects
☐ Fiscal ☐ Recreation/Parks ☐ Vegetation ☐ Other

Present Land Use/Zoning/General Plan Use Land use and zoning are reflected in 1991 Orland Area Plan

Project Description Update of the Orland General Plan to adopt an updated Housing Element and amendments to the Land Use and Circulation Element

Reviewing Agencies Checklist

KEY

S = Document sent by lead agency

X = Document sent by SCH

✓ = Suggested distribution

☐ Resources Agency
☐ Boating & Waterways
☐ Coastal Commission
☐ Coastal Conservancy
☐ Colorado River Board
☐ Conservation
☐ Fish & Game
☐ Forestry
☐ Office of Historic Preservation
☐ Parks & Recreation
☐ Reclamation
☐ S.F. Bay Conservation & Development Commission
☐ Water Resources (DWR)

Business, Transportation & Housing

☐ Aeronautics
☐ California Highway Patrol
☒ CALTRANS District # _____
☐ Department of Transportation Planning (headquarters)
☒ Housing & Community Development

Food & Agriculture

Health & Welfare

☐ Health Services

State & Consumer Services

☐ General Services

☐ OLA (Schools)

Environmental Affairs

☐ Air Resources Board
☐ APCD/AQMD
☐ California Waste Management Board
☐ SWRCB: Clean Water Grants
☐ SWRCB: Delta Unit
☐ SWRCB: Water Quality
☐ SWRCB: Water Rights
☐ Regional WQCB # _____ (_____)

Youth & Adult Corrections

☐ Corrections

Independent Commissions & Offices

☐ Energy Commission
☐ Native American Heritage Commission
☐ Public Utilities Commission
☐ Santa Monica Mountains Conservancy
☐ State Lands Commission
☐ Tahoe Regional Planning Agency

☐ Other _____

Public Review Period (to be filled in by lead agency)

Starting Date December 17, 1992

Ending Date January 21, 1992

Signature R.V. Calerico

Date _____

Lead Agency (Complete if applicable):

Consulting Firm: QUAD Consultants
 Address: 2530 J Street Suite 302
 City/State/Zip: Sacramento, CA 95816
 Contact: Roberta MacGlashan
 Phone: (916) 447-1700

For SCH Use Only:

Date Received at SCH _____

Date Review Starts _____

Date to Agencies _____

Date to SCH _____

Clearance Date _____

Notes:

Applicant: City of Orland
 Address: 815 4th Street
 City/State/Zip: Orland CA 95963
 Phone: (916) 865-4741

ORLAND PLANNING COMMISSION
Land Use Element

Additional data and information to be added to the Land Use Element of the City of Orland General Plan:

1. Reformat Table of Contents, (Pages ii and ii)
2. Add City Subareas to Diagram 2, Page 7.
3. Reformat Page 11.
4. Add Pages 11a and 11b - Table 2, City Planning Subareas.
5. Add Pages 11c-11f - Land Within the City of Orland (Planning Subareas).
6. Reformat Page 12.
7. Add additional information to Page 15.
8. Add City land use and correct residential density designations on Diagram 6, Page 34.
9. Revise Diagram 7, Page 35 to include corrected information.
10. Add definitions of medium & high intensities and criteria for residential development on Page 36.
11. Add specific landscaping criteria from 1985 General Plan to Page 36.
12. Add specific landscaping criteria from 1985 General Plan to Page 37.
13. Add Pages 41a and 41b - Areas designated Planned Development within the City Limits.

1
2 BOARD OF SUPERVISORS
3 COUNTY OF GLENN, STATE OF CALIFORNIA

4 RESOLUTION NO. 91-56

5 * * *

6 RESOLUTION MAKING DETERMINATIONS,
7 REASONS AND FINDINGS AMENDING THE
8 GLENN COUNTY GENERAL PLAN
9 FOR THE HAMILTON CITY AND ORLAND AREAS.

10 (GPA #90-08 and GPA #90-05).

11 * * *

12 WHEREAS, public hearings were held on the Amendment to
13 the Glenn County General Plan as recommended by the
14 Planning Commission; and

15 WHEREAS, pursuant to Section 65090 of the Government
16 Code, notice of a hearing before this Board was given by one
17 publication in a newspaper of general circulation in Glenn
18 County; and

19 WHEREAS, the Board of Supervisors after considering all the
20 evidence, both written and oral, presented at said public
21 hearing, did find that there was sufficient information to
22 enable it to make a decision.

23 /////

24 /////

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1 NOW, THEREFORE, BE IT RESOLVED that the Board of
2 Supervisors makes the following finding:

3 That there has not been presented substantial
4 evidence that the adoption of the General Plan
5 Amendment for the Hamilton City area and the Orland
6 area may cause significant adverse impacts on the
7 environment. Therefore, a Negative Declaration has
8 been prepared and is hereby adopted.

9 with the following reasons:


- 10 1. The proposed land use designations for Hamilton City
11 will be more compatible with existing development
12 and will specify the type of commercial development
13 that is to occur; and
- 14 2. That proposed commercial development in the
15 Hamilton City area will have to conform to the Glenn
16 County Performance Standards which will insure that
17 the development is compatible with the environment;
18 and
- 19 3. That the proposed land use plan amendment for the
20 Hamilton City area is consistent with the other
21 elements of the Glenn County General Plan.
- 22 4. That the proposed Orland Area Plan is consistent with
23 the Glenn County General Plan and the City of Orland
24 General Plan.
- 25 5. That the proposed Orland Area Plan will provide a
26 benefit to Glenn County and the City of Orland by
27 providing for a coordinated plan of development for
28 the area around the City of Orland.

/////


1 AND BE IT FURTHER RESOLVED that the Board of Supervisors
2 orders that the Glenn County General Plan is hereby
3 AMENDED so that the Land Use Element shall include
4 Exhibits "A" and "B" attached.

5 This Resolution was adopted by the Board of Supervisors of
6 Glenn County at a regular meeting thereof on
7 April 9, 1991, by the following
8 vote:

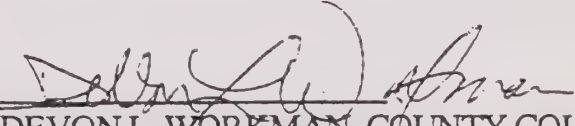
9 AYES: Supervisors Mann, Mudd, Baker, Burbank & Overton (Chairman)
10 NOES: None
11 ABSENT: None

12 
13 CHAIRMAN, BOARD OF
14 SUPERVISORS, GLENN COUNTY,
15 CALIFORNIA

16 ATTEST:

17 
18 CAROLYN DAVIS, COUNTY CLERK-RECORDER
19 and ex officio Clerk, Board of Supervisors,
20 Glenn County, California

21 APPROVED AS TO FORM:

22 
23 DEVON L. WORKMAN, COUNTY COUNSEL,
24 Glenn County, California
25
26
27
28

1 CITY OF ORLAND

2 COUNTY OF GLENN, STATE OF CALIFORNIA

3 RESOLUTION NO. 91-04

4 * * *

5
6 RESOLUTION MAKING DETERMINATIONS, REASONS AND
7 FINDINGS AMENDING THE CITY OF ORLAND GENERAL PLAN.

8 * * *

9 WHEREAS, public hearings were held on the Amendment to
10 the City of Orland General Plan as recommended by the
11 Planning Commission; and

12 WHEREAS, pursuant to Section 65090 of the Government
13 Code, notice of a hearing before this Council was given by
14 one publication in a newspaper of general circulation in the
15 City of Orland; and

16 WHEREAS, the City Council after considering all the evidence,
17 both written and oral, presented at said public hearing, did
18 find that there was sufficient information to enable it to
19 make a decision.

20 NOW, THEREFORE, BE IT RESOLVED by the City Council with
21 the following finding:

- 22 1. That there has not been presented substantial
23 evidence that the adoption of the Orland Area Plan
24 may cause a significant adverse impact on the
25 environment. Therefore, a Negative Declaration has
26 been prepared and is hereby adopted.

27 and with the following reasons:

- 28 1. That the proposed Orland Area Plan is consistent with
the Glenn County General Plan and the City of Orland
General Plan.

1 2. That the proposed Orland Area Plan will provide a
2 benefit to Glenn County and the City of Orland by
3 providing for a coordinated plan of development for
the area around the City of Orland.

4 BE IF FURTHER RESOLVED that the City Council orders that
5 the City of Orland General Plan is hereby AMENDED as set
6 forth in Exhibit "A" attached hereto and made a part hereof. .

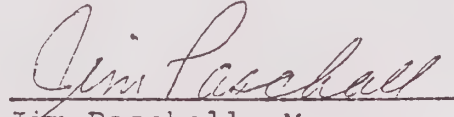
7 This Resolution was adopted by the City Council of the City
8 of Orland at a regular meeting thereof on
February 4, 1991, by the following vote:

9 AYES: Councilmembers Jacobson, Sinclair, Friesen, Paschall

10 NOES: Councilmember Ledgerwood

11 ABSTAIN: None

12 ABSENT: None

13 
14 Jim Paschall, Mayor

15 ATTEST:

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1 PLANNING COMMISSION
2 COUNTY OF GLENN, STATE OF CALIFORNIA
3 RESOLUTION NO. PC 90-20
4

5 * * *

6 RESOLUTION MAKING DETERMINATIONS, FINDINGS AND
7 RECOMMENDATIONS TO THE BOARD OF SUPERVISORS TO
8 ADOPT A RESOLUTION ADOPTING THE ORLAND AREA PLAN.

9 * * *

10 WHEREAS, the Orland Area Plan has been prepared by the
11 Planning Department and was reviewed by the Planning
12 Director; and

13 WHEREAS, on November 7, 1990, a duly noticed Public
14 Hearing was held by this Commission to amend the Glenn
15 County General Plan by adopting the Orland Area Plan; and

16 WHEREAS, the Planning Commission after considering all the
17 evidence, both written and oral, presented at said public
18 hearing, did find that there was sufficient information to
19 enable it to recommend adoption of this Plan to the Board of
20 Supervisors.

21 NOW, THEREFORE, be it Resolved by the Planning
22 Commission to recommend the attached Resolution to the
23 Board of Supervisors with the following Finding:
24

25 / / / / /

26 / / / / /

27 / / / / /

28

1 1. That there has not been presented substantial
2 evidence that the adoption of the Orland Area Plan
3 may cause a significant adverse impact on the
4 environment. Therefore, a Negative Declaration has
5 been prepared and is recommended to the Board of
6 Supervisors for adoption.

7 and with the following reasons:

- 8 1. That the proposed Orland Area Plan is consistent with
9 the Glenn County General Plan and the City of Orland
10 General Plan.
11 2. That the proposed Orland Area Plan will provide a
12 benefit to Glenn County and the City of Orland by
13 providing for a coordinated plan of development for
14 the area around the City of Orland.

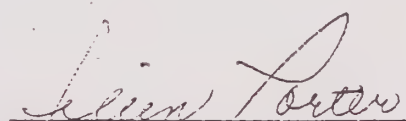
15 This Resolution was dopted by the Planning Commission of
16 Glenn County at a regular meeting thereof on November 7,
17 1990, by the following vote:

18 AYES: Kimmel, Mann Weber, Porter

19 NOES: None

20 ABSTAIN: None

21 ABSENT: Vereschagin



CHAIRMAN, PLANNING
COMMISSION OF
GLENN COUNTY

22 ATTEST:

23
24 

25 JOHN BENOIT, Planning Director
26 and Secretary to the Glenn County
27 Planning Commission
28

PLANNING COMMISSION
CITY OF ORLAND, STATE OF CALIFORNIA

RESOLUTION NO. PC 90-01

* * *

RESOLUTION MAKING DETERMINATIONS, FINDINGS AND
RECOMMENDATIONS TO THE CITY COUNCIL TO ADOPT A
RESOLUTION ADOPTING THE ORLAND AREA PLAN.

* * *

WHEREAS, the Orland Area Plan has been prepared by the
Glenn County Planning Department and was reviewed by the
City Manager; and

WHEREAS, on November 7, 1990, a duly noticed Public
Hearing was held by this Commission to amend the General
Plan by adopting the Orland Area Plan; and

WHEREAS, the Planning Commission after considering all the
evidence, both written and oral, presented at said public
hearing, did find that there was sufficient information to
enable it to recommend adoption of this Plan to the City
Council.

NOW, THEREFORE, be it Resolved by the Planning
Commission to recommend that attached Resolution to the
City Council with the following Findings:

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/////

1
2 1. That there has not been presented substantial
3 evidence that the adoption of the Orland Area Plan
4 may cause a significant adverse impact on the
5 environment. Therefore, a Negative Declaration has
6 been prepared and is recommended to the City Council
7 for adoption.

8 and with the following reasons:

- 9 1. That the proposed Orland Area Plan is consistent with
10 the Glenn County General Plan and the City of Orland
11 General Plan.
12 2. That the proposed Orland Area Plan will provide a
13 benefit to Glenn County and the City of Orland by
14 providing for a coordinated plan of development for
15 the area around the City of Orland.

16 This Resolution was adopted by the Planning Commission of
17 the City of Orland at a regular meeting thereof on November
18 7, 1990, by the following vote:

19 AYES: Commissioners Arano, Smith, Long and Hamlin

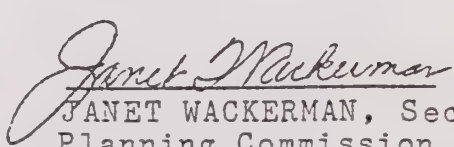
20 NOES: None

21 ABSTAIN: None

22 ABSENT: Commissioner Molina

23 
24 CHAIRMAN, PLANNING
25 COMMISSION, CITY OF ORLAND

26 ATTEST:

27 
28 JANET WACKERMAN, Secretary
Planning Commission, City of Orland

Glenn County Planning Department
125 South Murdock Street
Willows, California 95988

NEGATIVE DECLARATION

CASE: General Plan Amendment #90-08 and
Zone Change #90-12, Hamilton City Area; and
General Plan Amendment #90-05,
Orland Area Plan.

APPLICANT: County of Glenn and City of Orland.

PROJECT:

Orland Area Plan to establish policies and procedures for
development around the City of Orland; and

General Plan Amendment #90-08 as shown on the attached map of
Hamilton City; and

Zone Change #90-12 as shown on the attached map of Hamilton City.

LOCATION:

South of State Highway "32", North of Fifth Street, between Canal
Street and Sacramento Avenue in Hamilton City; and

Approximately 1099 acres of unincorporated land around the City of
Orland.

FINDINGS FOR NEGATIVE DECLARATION:

1. That the proposed General Plan Amendment and Zone Change
will not have any significant adverse impacts on the
environment.
2. That the proposed General Plan Amendment and Zone Change
will provide a benefit to Glenn County by providing for
appropriate land use and zoning designations in Hamilton City.

Negative Declaration

GPA #90-08, ZC #90-12, GPA #90-05

3. That adoption of the proposed Plan will provide a benefit to the environment by establishing policies and procedures to ensure that development around the City of Orland is compatible with the City.
4. That the proposed General Plan Amendment and Zone Change will not have any potential adverse effect on wildlife resources.

MITIGATING MEASURES: None

The proposed project cannot, or will not, have a significant effect on the environment. Negative Declaration Status is therefore granted for this project and an Environmental Impact Report is thereby not necessary.

Review by Planning Director

January 31, 1991

John Benoit

Review by Planning Commission

February 20, 1991

John Benoit

Granted by Board of Supervisors

April 9, 1991

John Benoit

U.C. BERKELEY LIBRARIES



C124912876

